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American Railroad Journal.

Saturday, December 18, 1852.

Report of the Secretary of the Treasury.

THE TRADE AND COMMERCE OF THE LAKES—THE TRADE OF THE UNITED STATES WITH CANADA AND THE BRITISH NORTH AMERICAN COLONIES—THE FISHERIES—THE COMMERCE OF BRITISH NORTH AMERICA—RECIPROCITY OF TRADE—THE CANALS AND RAILWAYS OF THE UNITED STATES—ETC., ETC.

It is a very common remark among the citizens of this nation,—most especially of the western, southern, and travelled portion of it—that this is a "great country," and it is a remark, to the truth of which all, with one voice, give their emphatic and hearty assent. We do it with a sort of elevation of head, and swelling of heart too, at once indicative of pride of country, implicit faith in the truth of the assertion, and affection for those honored institutions to which we owe our unexampled prosperity, our rapid increase in wealth and population, and our present high and dignified position among the nations of the Earth. And as we sometimes examine more closely into the true elements of that greatness in detail, and discover the springs of action which prompted the first colonization and settlement of this country by our forefathers—the love of civil and religious liberty—freedom from burdensome taxation—the right to till the soil and eat of its fruits—and the later maintenance of those rights when in danger of usurpation, by the pledge of their "fortunes, their lives and their

sacred honors," what heart does not arise from the task with more lofty emotions of patriotism, with intenser feelings of gratitude to the great Governor that his lot was cast in this land, possessing every element of wealth, contentment and happiness. But the truth seems to be that our advance has been so palpable, that all are imbued with the idea of greatness generally, without any definite knowledge as to the exact compass or capacity of our resources. Any man can tell us we have ships on every sea, we have the largest lakes and longest rivers, each enjoying a flourishing commerce, of which any nation on earth can boast; we have boundless agricultural regions, of the richest possible soils, mines of gold, iron, copper, lead and silver unsurpassed, and that the privileges of all these possessions are open to the enterprise of every people under heaven who wish to participate in the blessings of our government, and the development of the incalculable resources of its domains. Under these benign influences of government and an enlightened internal policy, industry and enterprise have been stimulated, and received their reward, and we have advanced till we consider ourselves as second to no other nation in the world in many respects, and are scarcely willing to acknowledge a superior in any.

We have said these are generally received ideas which have been inculcated by general observation. We believe too, that they are in the main correct. But they are the results of no combined organizations. There has been no system of commercial policy established and followed out in order to attain these results. There has been no interchange of sentiment and comparison of ideas or national combination of action, for the benefit of agriculture, science, arts, manufactures, the exploitation of mines or the prosperity of commerce.

Our present condition of unexampled prosperity, our position among the nations of the earth, beyond the form of our government and the rights guaranteed by it, have been brought about by the force of circumstances, and the condition of things in the Old World. These were inevitable results, which no action on our part, not involving a change in the form of our government could have prevented. Here was a land which offered an asylum to the oppressed and down-trodden, exiled and poverty-stricken of every nation under heaven, where industry met an abundant reward, where inventive

genius was secure in its rights, where merit was the only road to preferment, honesty and respectability the only passport to society, and every man was noble, or not, according to the tenor of his conduct in life. Here was encouragement and stimulation for every trait in the character of man; attraction for heart-broken, wearied or discouraged persons of adventurous spirit in the over-crowded cities and districts of Europe. Like the needle to the pole, they yielded to the attraction, and came hither a conglomerate mass of ignorance and learning, of poverty and wealth, of vice and virtue, of all religions, of all forms of government, and of all classes of society; and here all was reduced to a level, life must be commenced anew, a new character to be established with the road to preferment alike open to all; a great interchange of feeling, experience, sentiment and sympathy was the result, tending to refinement and civilization. Of such materials is our country composed, under such influences has it advanced to its present position and by a continuance of the same spirit must it continue to prosper.

We cannot however, expect a long continuance of the same success from the same causes alone. As emigration continues to this and other new countries, labor in the old receives a more adequate reward, and the rights of the lower classes are regarded with more care.

The influence of liberty, as evinced by our prosperity, under liberal institutions, is being felt in other lands, till the despotic potentates of Europe feel that they can see in the distance but one alternative, liberality of policy in governing their own subjects, or a depopulation of the enterprising portion of their inhabitants. They will choose the former or become powerless through the latter policy. In either event we shall not receive our usual quota of immigration from Europe many years longer. We must then seek new fields from which to draw our immigrant population, or we must prepare to do by combined effort, organized system, enlarged policy, and enlightened legislation, on a liberal and comprehensive scale, what has been done for us heretofore by force of circumstances. We must organize for competition in the markets of the world, with the oldest nations in manufactures, commerce, and agricultural productions. Heretofore our safety has lain in the surety of a good return for almost any investment of capital, so scarce has

been the commodity, in the constant demands for and returns yielded by labor; in the immense demand for capital to be invested in legitimate business purposes and enterprises where it could scarcely fail of yielding rich returns, either directly or indirectly.

In order to perfect the requisite organization to enter the great commercial, agricultural and manufacturing strife with European nations, we must know what we are, that we may judge what we may be. We must examine our facilities, put our weapons in order, measure our resources and calculate the means and cost of success. And this inventory must be no general thing. We do not want to know about how much force we have for the field. We require exactness. We must deal with numbers, with statistical facts. In statistical matters we are sadly and comparatively deficient.—Where we say "about" Great Britain, France and Russia, "assert the fact" fearlessly and boldly, without fear of contradiction. This deficiency will not answer our purpose in the strife which is to come for the maintenance of the supremacy of the seas. Looseness in the manner of keeping accounts is no mark of shrewdness in a merchant. It is rather evidence that he works in the dark, as if it were impossible to go wrong, that he is guided by impulse rather than principle, that he does business by "guess" rather than system, and the presumption is that though all may go on swimmingly for a time, while prosperous gales favor his bark; when adverse winds and currents come, being without chart, compass or lead, he will be dashed upon the rocks a total wreck. As a nation we should know what we are doing. Bureaus of agriculture, commerce and manufactures, should be organized in the proper departments of Government, for the collection and proper arrangement of statistics. The returns from the commercial bureau should be made public monthly for the benefit of men engaged in commercial pursuits, and those of the other bureaus as often as any valuable information was received, the publication of which would result beneficially to the citizens. The British merchant is never left in the dark; the Board of Trade forms an important part of the government, and its monthly returns are looked for with more avidity on 'change than the budget of the Ministry or the Queen's Speech. It is not so with us, our regulations are faulty, our laws are deficient, and when we do not get our yearly returns from the Treasury department up to the 30th June previous, sometime in January of the next year, it has lost most of its immediate interest, and if by good fortune it chance to be correct, it is only fit for reference. It is so old as to be no sort of use to the merchant as a guide to his operations. So many months have passed that it cannot impart to his mind any information regarding the present stock on the market nor in fact of anything relating to the present. In these days of electricity and steam, six months is an age during which fortunes are made and lost, Empires reared or overthrown, gold mines discovered and States erected and populated. We make some pretensions to being a commercial nation, but this slow coach manner of putting forth what few returns our loose regulations admit of being collected, will never vindicate our character for commercial energy or enterprise.

These remarks have been called out by looking over an advance copy of a recent report by Hon. Secretary CORWIN of the Treasury, made in reply to the following resolution passed by the Senate of the United States during the Session of 1851:

Resolved: That the Secretary of the Treasury be requested to communicate to the Senate, as early as possible, at the next session, full and complete statements of the trade and commerce of the British North American Colonies with the United States, and other parts of the world, on land and by sea in the years 1850 and 1851, with such information as he can procure of the trade of the great lakes.

Fortunately, the resolution was directed to a Secretary of the Treasury familiar with the Lake and Colonial region, who felt an interest in their resources, their intimate commercial relations, and who was holding office under a President whose whole life had been identified with the struggle of lake, Canadian and Colonial trade, agriculture and commerce. The request of the Senate was met in the most liberal spirit. The resolution in itself broad and comprehensive was accompanied by instructions of the same tenor; elaborate on some of the more important points, and placed in the hands of I. D. ANDREWS, Esq., U. S. Consul at the port of St. John, N. B., for the collection, collation and preparation of the necessary information. An able report on the Colonial trade and Fisheries of the North American Colonies, prepared by the same gentleman in 1850 for the Treasury department, pointed to Mr. Andrews as the proper person to assume the responsibility of this more complicated and arduous duty. His labors were brought to a close and the report approved by the Secretary and presented to Congress previous to the adjournment of last session. That body so far approved of the matter contained in the report as to order at once thirteen thousand copies of it with accompanying maps, to be printed—an unusual mark of favor. It is now just emerging from the hands of the printer and will no doubt be sought for with avidity, as it is a valuable history of the lake trade, the commerce of Canada and the British North American Colonies, the Fisheries and the question of Reciprocity of trade with the Provinces. All these branches of the report are treated of separately and collectively, and illustrated by three original maps drawn expressly for this report. From the cursory examination we have been permitted to make of it we do not hesitate to pronounce it, by far the most valuable commercial report ever made to Congress, reflecting credit alike upon all engaged in its origin, conception of plans, consummation of object and gathering material. It is an exhibition of the resources of the lake and Colonial country, true in every sense, which cannot fail to astonish even those who are most intimately acquainted with those localities, but the surprise will be as grateful as it will prove astonishing.

We now propose to state the leading characteristics of Mr. ANDREW'S report, giving such results as may properly come within the scope of a newspaper article.

It strikes us that the conception of the plan of the whole report is singularly appropriate. First, is a report of the trade of the great lakes from Champlain to Superior. Each collection district, of which there are seventeen, is taken up separately, and described in detail as to its extent, harbor facilities, face of country adjacent, business of 1851 in detail, and comparison of totals with years previous. Each district is followed by an appendix of tables exhibiting the quantity and values of articles imported from foreign countries, and coastwise, whether in American or foreign vessels, the amount of foreign and coasting tonnage entered and cleared. The several lines of internal improvements passing through or terminating in, the districts are also noticed making altogether a sort of business history

of the Northern frontier. The several lakes are also separately described, and their dimensions given, together with an accurate description of the surrounding country and its principal features, productions, etc. In a careful review of the trade of the lakes, the whole commerce is summed up in an argument, showing its importance to the people of the West, the people of the East, and to the existence of the foreign trade. The necessity of extending protection and safety to this commerce in the shape of improvements to rivers and harbors, is forcibly, though respectfully, urged upon Congress.

Following this portion of the report is a faithful account of the principal railways and canals of the United States and Territories, involving a fine geographical and topographical description of the face of the country. Tables accompany this part exhibiting the number of miles of railway in progress and in operation in each State, and the total in all the States, the area of each State in square miles, and the population at the date of the two or three latest census. Also a large table exhibiting in juxtaposition the tolls, trade and tonnage of the Erie canal for a series of years, in comparison with the increase in population, trade, wealth and commerce, of the four principal Atlantic cities, and the total foreign commerce of the United States. This part of the report is accompanied by an excellent railway map showing the routes of all the railways in operation and progress. Next is a detailed history of the commerce and trade of Canada, for the years 1850 and 1851, with a general description of the chief characteristics of the country, its principal ports with their business, etc., accompanied by numerous tables showing the quantity, value and character of the imports and exports of that country, and a beautiful map of the great St. Lawrence Basin, drawn and engraved expressly for this report by T. C. KEEFER, Esq., Civil Engineer, of Montreal, Canada. This map gives a more correct idea of the position of this country, and the relation it holds to the European continent, and the actual distances from the several American to European ports, than any other it has ever been our fortune to see. On the whole, this is a most valuable portion of the work, especially at this juncture when there is so much talk of removal of all restrictions upon trade between the two countries, a question with reference to the decision of which, upon an enlarged, comprehensive and enlightened basis, this report was more specially ordered.

Following this, is a better view of the commerce of the British North American Colonies, including the Provinces of New Brunswick, Nova Scotia, Cape Breton, Prince Edward Island, New Foundland, Labrador, etc., with a full account of the American, Colonial and French Fisheries, in those localities, than has ever before appeared. The whole is illustrated by an excellent map of the Colonies, and numerous tables showing the details of exports and imports and the extent of the fishing business.

Besides these principal features of the report, there are several sketches of cities, such as Cincinnati, St. Louis and New Orleans, all intimately connected, in commerce, with the lake country.—Also, geographical descriptions of the Lake Superior country.

All this information has been gathered together and condensed to the smallest compass possible, and yet give a thorough understanding of the subject. Completed, the work will occupy about 800 pages of the usual size of public documents.

The lakes and their connections embrace a coast

line of upwards of 5,000 miles, of which 3,000 miles is American and the remainder British. They are extended over an area of about 95,000 square miles, and are estimated to drain an area of about 335,515 square miles, discharging their waters through the river into the gulf of St. Lawrence and thence into the Atlantic. These waters are all connected by steam and sail navigation, except lakes Superior and Winnebago, which require the construction of locks around unnavigable rapids. These structures are now in progress in both instances, and will no doubt soon complete the chain of uninterrupted lake navigation.

The total estimated value of exports and imports at all the American lake ports during the year,

	Tons	Value.	Entered.	Cleared.
1851 was.	\$326,593,335	215,975	9,469,506	9,456,346
1848	186,000,000	160,000	not given.	
1846	123,000,000	106,836	"	"
1841	65,000,000	56,202	"	"

These figures exhibit an increase of tonnage and value unparalleled in the annals of ancient or modern commerce. Of the three hundred and twenty-six millions in 1851, a little upward of twelve millions was foreign or Canadian trade. The whole lake trade may be summed up in different classes as follows, for 1851:

Coasting trade—Exports.....	\$132,017,470
" " Imports.....	182,455,988
	\$314,473,458

Canadian trade, exports, domestic produce.....	5,495,082
Foreign mdse., entitled to draw back....	1,086,130
Foreign merchandise.....	1,626,548

Aggregate exports.....	8,207,760
Imports free of duty.....	94,464
In bond.....	1,593,324
Paying duty.....	2,224,359

Aggregate imports.....	3,912,147
Aggregate Canadian commerce, 1851 ..	\$12,119,877
" " " 1850 ..	12,208,363

Decrease in 1851.....	\$ 88,486
Revenue collected.....	\$493,475
Aggregate value of foreign and coasting trade.....	\$326,593,335
Tons of steam enrolled.....	77,061
" sail "	138,914

Total tonnage entered.....	9,469,506
" " cleared.....	9,469,506
	18,925,852

It will be observed that the coastwise exports are valued considerably lower than the imports coastwise; under a uniform system of valuation they should show an exact balance, excepting, perhaps, a few cargoes which may find their destiny in the bottom of the lake. The discrepancy is accounted for by the different values set upon merchandise at the different districts. It is averaged at so much per ton, but the value put on it at the place of shipment may be far less than at that of destination, or *vice versa*. Now, whether the total value of the imports or exports shown by these figures is the nearer correct is a question about which will be found much diversity of opinion. We think, however, the aggregate valuation of the gross lake trade is not at all over estimated. It exhibits a most wonderful rapidity of development of the resources of the west, during the three years ending with Dec. 31st, 1851. It exceeds the fondest anticipations of all the warmest friends of lake interests. It is

gratifying to railway men to know that the wonderful impetus given to this trade in 1850, over the former periods is attributed to the influence of the newly opened railways, which act as feeders to the lake commerce by bringing what were before deemed remote sections of country within a few miles of market, and thus make lands valuable for production, which formerly were so far from easy routes to market as to remain uncultivated. For instance, there was received at tide water by the Erie canal in 1836, 30,823 tons of wheat and flour from across the lakes, and 97,729 tons, or 75 per cent. from the state of New York; while in 1851 of 457,624 tons of wheat and flour received at tide water, N. York only furnished about 11 per cent or 56,437 tons the balance having come from the western states and Canada. Again, in 1835, the state of Ohio exported over the lakes in wheat and flour the equivalent of 543,815 bushels of wheat; in 1840, 3,800,000 bushels; in 1850 under the influence of the short crops of 1849, 5,754,075 bushels and in 1851 the year of the opening and extension of many new lines of railway, the exports of the same articles reached the equivalent of 12,193,202 bushels of wheat. The total movements of grain and breadstuffs coastwise on the lakes in 1851 were as follows: Flour 1,962,729 bbls; wheat 8,119,162 bushels equal to about 18,000,000 bushels of wheat. To this may be added 2,860,170 bushels in trade with Canada, making the total movement of wheat and flour on the lakes equal to 20,800,000 bushels in 1851, and worth at the average price of 80 cents per bushel, \$16,640,000. The movement in corn was about eight millions; oats 1,500,000, barley 360,000 constituting an aggregate movement in grain across the lakes of upwards of 30,000,000 bushels. At the very moderate average freight of 5 cents per bushel, this quantity would yield a freight revenue of \$1,500,000.

The movement in provisions coastwise was about 70,000 bbls pork; 100,000 do. beef; 8,000,000 lbs lard; 2,000,000 do. tallow; 4,000,000 lbs butter, and 6,000,000 do. of cheese; 24,000 bbls eggs; 9,000 head of cattle; 20,000 do. sheep; 111,000 do. swine, and 68,000 bbls fish. In lumber the movement coastwise was 392,000,000 ft. sawed and from Canada, 128,065,000 feet, making a total of sawed lumber of 520,065,000 feet; in ashes the movement was 25,000 casks. These are some of the principal articles in relation to which an approximation to correctness can be reached under the present system of keeping accounts of the trade. We have not time to-day to notice any particular port or district, though the report represents the proportion of the above trade transacted by each of the different collection districts with singular fidelity. Owing to the loose manner of keeping the returns of this trade, many discrepancies occur as to quantities, but the general approximations are believed to be below rather than above the truth. In this respect and in the arrangement of the tables, we think it much the best report of the kind ever made, though it is not at all the thing we ought to be able to command in such a country as this. We must be able to command information respecting the growing trade of the west, which will enable the business men of the country to prepare for its transaction. If the effect of opening new routes in the west, is to affect the production as shown by this report to have been the case during the last three years, some outlet must be prepared for it to the ocean, commensurate with its importance.

The description of the different railway projects of the United States is the most novel, though by

no means the least important feature in the report. So intimately are these railway routes connected with the internal commerce of the country, either as helpers or feeders, that it appears that no fair statement of the business of the interior, or rather the capacity of the interior, could be made without a reference to the more prominent railway projects. In this report, therefore, the system of railways and their philosophy, as a means for the development of the immense resources of the country, the dissemination of intelligence and civilization is taken up and considered at length, being interwoven with a concise history of the leading projects in each State, showing their length, route and cost. We cannot particularize at this time, but may hereafter draw upon the report for some tables exhibiting the effects of such improvements upon the growth of cities. The canals of the United States also, come in for a share of commercial influence, in this part of the report, and receive all due attention as valuable means of the facilitation of the transit, of heavy and bulky products. A large table shows the revenue of the New York State canals since 1820, and also their trade and tonnage for a long series of years, and the effect which the opening of such a channel has had on the growth of New York, as compared with Boston, Philadelphia and Baltimore, for the same series of years. In this number we will present the following recapitulatory table of railways.

TABLE showing the number of miles of railway in operation and in progress of construction in each of the United States:

States.	Miles in operation.	in progress.	Total.
Maine.....	365	128	493
New Hampshire.....	514	42	556
Vermont.....	439	..	439
Massachusetts.....	1,128	79	1,207
Rhode Island.....	50	32	82
Connecticut.....	630	189	819
New York.....	1,148	874	2,022
New Jersey.....	242	85	327
Pennsylvania.....	1,215	915	1,130
Delaware.....	16	11	27
Maryland.....	433	75	508
Virginia.....	624	610	1,234
North Carolina.....	247	248	495
South Carolina.....	597	193	790
Georgia.....	857	794	1,651
Florida.....	23	..	23
Alabama.....	161	641	802
Mississippi.....	95	878	973
Louisiana.....	..	32	32
Tennessee.....	185	479	634
Kentucky.....	94	663	759
Missouri.....	..	515	515
Ohio.....	1,154	1,854	3,008
Michigan.....	427	..	427
Indiana.....	755	933	1,688
Illinois.....	296	1,771	2,067
Wisconsin.....	50	390	440
Total.....	12,808	12,612	25,420

The average cost of the roads in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania and Maryland, says the report, is not far from \$40,000 per mile, while in the other States it is not far from \$20,000 per mile; therefore the average for the whole country will not exceed \$30,000 per mile, including full equipment and everything necessary for their efficient operation. According to this computation the roads completed, say—

12,821 miles at \$30,000, would cost.....	\$384,630,000
12,628 miles in progress, at \$20,000 would cost.....	252,560,000

Making a total of.....\$637,190,000

worth of railways, which it is believed will be finished and fully in operation in three years from this time. Five roads in Ohio, Michigan and Indiana, are mentioned as among those Western roads latest opened for traffic, and costing only about \$20,000 per mile, whose earnings during the past year have amounted, per mile net, to from \$2-116 to \$3,541 per mile, or an average of over 14 per cent net on a cost of \$20,000 per mile. The inference is that if all the other roads projected are finished and pay no more than half as well, their stock will be good for investment. Of the above-mentioned lines in operation, nearly two thousand miles have been opened for travel since 1st January, 1852.

Canada contains an area of 160,405,212 acres, and had a population at the census of 1851 of 1,842,265 souls. This Province is now justly considered one of the most important of the British possessions. It enjoys an internal navigation of some 3,000 miles, and has many public works of great utility and value. The people of Western Canada especially, are an enterprising, energetic race, and the efforts on their part, in securing improvements in navigation, have done much for the development of the resources of the Western country. The climate of Eastern Canada is variable & uncertain, subject to extreme cold unfavorable to the growth of cereal produce, but has a great lumbering and shipbuilding interest. Western Canada, however, between Kingston and Lake Huron, is one of the best wheat growing sections in the whole country. During the last two years Western Canada has exported upwards of two millions barrels flour, and 3,000,000 bushels wheat, being equivalent to 13,000,000 bushels wheat.

The dimensions of Canada and the British North American colonies, and their population in 1851, were as follows:

	Area in acres.	Population.
Canada.....	160,405,212	1,842,265
New Brunswick.....	22,000,000	193,000
Nova Scotia (proper)...	9,834,196	277,005
Cape Breton.....	2,000,060	
Newfoundland.....	22,040,000	101,000
Prince Edward Island.	1,360,000	62,678
Total	218,339,415	2,476,548

In 1830, the total population of these Provinces amounted to only 1,375,000. In 1806, the value of the whole export trade of these colonies was \$7,287,940; in 1831, \$16,523,510; and in 1851, \$35,720,000. The tonnage cleared by sea in 1831 was 124,247 tons measurement; in 1831, 836,668, or 67 per ct. increase, and in 1851, 1,583,104 tons. The excellency of the timber grown in these colonies for shipbuilding has led to a large business in this trade for export. In 1832 there were built 33,778 tons of new ships; in 1841, 104,087 tons; in 1849, 108,038 tons; and in 1850, 112,787 tons. The aggregate tonnage owned and employed by the colonies in 1806 measured 71,943 tons: in 1830, 176,040; in 1836, 274,738; in 1846, 399,204; and in 1850, 446,935 tons.

The following table exhibits as nearly as can be ascertained, the natural products, domestic manufactures and foreign goods imported into the colonies from the United States during the year 1851.

	Natural products.	Domestic manuf. goods, etc.	Foreign goods, etc.
Canada.....	\$2,024,188	\$3,471,685	\$2,712,675
New Brunswick.	869,683	335,515	325,702
Newfoundland...	803,946	115,397	34,923
Nova Scotia.....	817,361	415,943	157,160
Prince Edward Island.....	77,858		

Aggregate of colonial imports from Great Britain United States, and other countries, for the year 1851.

	Great Britain.	United States.	Other countries.
Canada.....	\$12,876,828	\$8,936,236	\$1,447,376
Nova Scotia....	2,133,035	1,390,965	2,003,640
N. Brunswick...	2,292,390	1,654,175	954,935
Newfoundland..	1,600,750	998,735	1,655,695
Prince Edward Island.....	279,898	41,603	305,974

Total 18,878,706 12,678,279 6,191,405

Aggregate of colonial exports to Gt. Britain United States and other countries, for the year 1851.

	Great Britain.	United States.	Other countries.
Canada.....	\$6,731,204	\$4,939,280	\$1,035,538
Nova Scotia....	143,245	736,425	2,663,640
New Brunswick.	2,909,790	415,140	535,190
Newfoundland...	2,162,755	99,970	2,538,680
Prince Edward Island.....	84,966	55,385	184,638

Total 11,568,925 6,210,060 6,877,831

The whole colonial trade for 1851 may be assumed as follows:

	Imports.	Exports.	Total.
Canada.....	\$24,006,028	\$15,993,972	\$40,000,000
N. Brunswick	4,852,440	5,147,560	10,000,000
Nova Scotia..	5,527,640	4,472,360	10,000,000
Newfoundland	4,609,291	4,490,709	9,000,000
Prince Edward Island.....	630,475	569,525	1,200,000

Total 39,625,874 30,574,126 70,200,000

Included in the exports in this table is an allowance for new ships exported, and a large sum for undervaluation of exports, amounting in all to about \$7,400,000. There are slight discrepancies in the returns from United States and Canadian or colonial offices, which are explained in a note attached. They arise from the difference in valuations at the different offices of customs, goods generally being a little undervalued, if anything, at the place of export, and raised to their proper valuation where they are made to pay duty.

Our space compels us to bring this article to a conclusion without quoting from the report on the fisheries. We shall, however, draw from the whole report from time to time much valuable information both descriptive and statistical for the benefit of such as cannot get a copy of the whole work. We deem it of the utmost importance however, that every business man, editor and statesman, should be supplied with copies, and as many more of the citizens as may wish for them, as the matter contained in the report loses one half its efficiency if read without the maps designed to illustrate it.

It strikes us that our historical reading is very much impaired in its usefulness from the very fact of being slurred over in haste without reference to the fixing of localities in the mind by means of maps or globes.

At all events there is much food for reflection contained in this work; a large quantity of valuable statistical information and a species of geographical and descriptive delineation of a large portion of this country and the colonies, which will probably never appear in so good a shape again. The yearly returns will be kept up, no doubt, but this report will mark an era in the commercial history of the St. Lawrence Basin, and the British N. American colonies, and will long remain a handbook for reference among all statisticians, merchants, compilers, geographers and statesmen. We hope it is but a precursor to the adoption of a regular system of collection of commercial returns. It is also a service to the western and northern fron-

tier, which was well deserved, and could come from no one with a better grace than Mr. Secretary CORWIN. Of the ability displayed by Mr. ANDREWS in the collection of material and the compilation of the matter, we think there can be but one opinion. N.

Pacific Railway.

The Iron Horse in Motion.—Yesterday witnessed the starting of the first locomotive in North America west of the Mississippi—the pioneer in whose tracks soon will follow others, and whose first breath is the omen pointing to the grand system which is to develop the almost infinite resources of a country so vast as that lying between the Mississippi and the Rocky mountains.

At precisely 7 o'clock, Mr. Charles Williams, the master machinist of the company, took his position on the locomotive, the "Pacific, No. 3," which had previously manifested a restless uneasiness and a desire to be in motion.

The whistle of the locomotive announced that the moment of departure had arrived, and after the bell had tapped the last call, the driving wheels commenced revolving, and locomotive, tender, three cars with iron rails, engineer, passengers and all, were on the road toward sun-down. They proceeded to a point about four miles west, the extent of the track as far as laid, where the rails were deposited, after which the 'train' returned to the depot.

A sumptuous collation, prepared by "the Sylph" was dispatched by the guests assembled, after which they returned to the city, having witnessed a spectacle, the grandest in its effects ever presented on the western shores of our river.

The locomotive continued in motion during the day, and drew several trains of cars loaded with rails to the extremity of the line, where the rails are being rapidly laid. It is anticipated that the track will be laid to the Sulphur Springs by Thursday next, when a daily train will connect the city with that point.

The day and event will long be remembered, and those who were so fortunate as to be eye witnesses of the starting of the first train of cars on the western shore of the Mississippi, may feel justly proud of the circumstance.—*St. Louis Intelligencer.*

Statistics of the United States.

The report of the Superintendent of the Census, recently laid before Congress, contains summaries of the highest importance in the leading departments of statistics. As a starting point, the population of the British islands Prussia, France, etc., is given, and a comparison instituted between the condition of these countries and the United States.

POPULATION, INCREASE, ETC., OF THE BRITISH ISLES.

By the census of 1851, it appears that the population of England, Ireland, Scotland, Wales and the islands, including persons in the army, navy, and merchant service, amounted to 27,619,866, of whom 13,537,052 were males, and 14,082,814 were females. This population is distributed as follows, viz:

	Houses.	Males.	Females.
England & Wales.....	3,280,961	8,762,588	9,160,180
Scotland.....	366,650	1,363,622	1,507,161
Ireland.....	1,047,735	3,076,727	3,339,067
Islands in the British seas.....	21,826	65,511	76,405
Part of the army and navy out of the kingdom....	.....	167,604	.....

4,717,172 13,587,052 14,082,814

By the census of 1841, the population of Great Britain and the islands of Jersey, Guernsey, and Man amounted to 18,658,372. During each ten years from 1801 to 1851, the actual increase was as follows, viz: 1,479,562, 2,132,896, 2,184,542, 2,260,749, 2,227,438—being at the rate of 14, 18, 15, 14 and 12 per cent respectively. The actual increase of the population in fifty years has been 10,-

317,917; the rate per cent in fifty years, 98; the annual rate per cent being 137.

With respect to Ireland, and the returns of 1821, the number of inhabitants at that period was 6,801,827. In 1831, 7,767,401—increase 965,574; rate per cent 14, 19. In 1841, 8,175,124—increase 407,723; rate per cent 5, 25. In 1851, 6,515,794—decrease 1,659,330; rate per cent 20. By this statement we perceive that the population of Ireland increased from 1821 to 1841 at the average rate of about one per cent per annum, while a decrease of 1,659,330 from 1851 to 1851, indicates a most appalling diminution of population, amounting to two per cent per annum, or twenty per cent for the entire ten years, a reduction amounting to the total emigration from the whole United Kingdom from 1839 to 1850.

During ten years, the population of the entire kingdom of Great Britain and Ireland increased from 26,833,496 to 27,452,262, or at the rate of a little more than half a million in ten years. In the last fifty years, England and Wales increased 102 per cent—males 105, females 97.50; Scotland 78 per cent—males 84, females 73. The population of the United States during the past fifty years has increased at the rate of 337 per cent, and in ten years intervening between the last two censuses, increased from seventeen and a fraction millions to over twenty-three millions, or 36 per cent. During the same period, (leaving Ireland out of view,) the population of Great Britain increased at the rate of 12 per cent during ten years, or 12-10 per cent per annum.

By the last census, it appears that the number of houses in the United States occupied by free persons was 3,363,427, and the proportion of houses to population nearly the same as shown from the British reports to obtain in that country.

In comparing the population of Great Britain and Ireland with the inhabited houses, it appears that the whole number of houses in Great Britain amounts to 3,669,437, being nearly one house to each six persons. In Ireland, the number of inhabited houses amounts to 1,047,735, being in the proportion of two houses to each 13 persons.

By the Prussian census of 1839, the population of that country was 16,331,187.

The population of Belgium, on the 31st December, 1845, amounted to 4,298,560; on the 15th Oct. 1846, to 4,337,196.

In the cities of Belgium the houses inhabited amount to 170,455, and those uninhabited to 9,302. In the rural communes, the inhabited houses number 629,393; the uninhabited 20,411. Total number of inhabited houses 799,848; uninhabited 29,713.

The population of France has been as follows:

Year.	Total.	Annual increase per ct.
1801.....	27,349,003	
1806.....	29,107,425	1.28
1821.....	30,461,575	0.31
1831.....	32,569,223	0.69
1836.....	34,540,910	0.60
1841.....	34,240,178	0.41
1846.....	35,400,486	0.68
1851.....	35,781,628	0.21

From the foregoing statement it will be seen that France, with a population of more than 35 millions, has increased in the number of her people but little more than the two States of New York and Pennsylvania, with not more than one-third her population, in the same period.

MORTALITY.

For general estimates, adopting the current classification of the States, the American census ex-

hibits the following ratios of mortality, disregarding the ages at death:

	Annual deaths per cent.	Ratio to the number living.
New England States.....	1.55	1 to 64
Middle States, with Ohio.....	1.39	1 to 72
Central slave States.....	1.38	1 to 73
Coast planting States.....	1.37	1 to 73
Northwestern States.....	1.24	1 to 80
United States, total.....	1.38	1 to 73

EXPECTATION OF LIFE.

Massachu-		Maryland.		England.		France.	
Com. age.	Years.	Com. age.	Years.	Com. age.	Years.	Com. age.	Years.
0.....	38.3	40.5	41.8	44.9	40.2	42.2	38.3
10.....	48.0	47.2	47.3	49.5	47.1	47.1	47.0
20.....	40.1	40.2	39.7	42.1	39.9	40.8	40.0
30.....	34.0	35.4	32.9	35.7	33.1	34.3	34.0
40.....	27.9	29.8	25.8	29.5	26.6	27.7	27.0
50.....	21.6	23.5	20.2	22.7	20.0	20.1	19.9
60.....	15.6	17.0	14.4	16.0	13.6	14.4	13.3
70.....	10.2	11.3	9.1	10.5	8.5	9.0	8.1
80.....	5.9	6.4	7.2	8.0	4.9	5.2	4.8
90.....	2.8	3.0	3.9	4.3	2.7	2.8	3.2

Another very interesting subject is the classification of inhabitants according to the countries of their birth, which shows that of the free inhabitants of the United States, 17,736,702 are natives of its soil, and that 2,210,828 were born in foreign countries; while the nativity of 39,237 could not be determined. It is shown that 1,965,518 of the whole number of foreign born inhabitants were residents of the free States, and 245,310 of the Slave States. It is seen that the persons of foreign birth form 11.06 per cent of the whole free population. The countries from which have been derived the largest portions of these additions to our population appear in the following statement:

Natives of Ireland in the U. S. in 1850.....	961,719
Do. Germany.....	573,325
Do. England.....	278,675
Do. British America.....	147,700
Do. Scotland.....	70,550
Do. France.....	54,069
Do. Wales.....	29,868

All other countries.....	2,115,866
	95,022

The proportion in which the several countries above named have contributed to the aggregate immigrant population is shown in the subjoined statement:

Ireland.....	43.4 per cent.
Germany.....	25.9 do.
England.....	12.6 do.
British America.....	6.68 do.
Scotland.....	3.17 do.
France.....	2.44 do.
Wales.....	1.34 do.
Miscellaneous.....	4.47 do.

20.0 per cent.

This view of the living immigrant population is important as serving to correct many extravagant notions concerning it which have attained extensive currency.

Another interesting branch of this subject is that which concerns the inter-migrations of our native citizens among the States. It is found that out of 17,736,792 free inhabitants, 4,116,792 have emigrated and settled beyond the States of their birth.—Three hundred and thirty-five thousand natives of Virginia, equal to 26 per cent. of the whole have found homes outside of her own borders. South Carolina has sent forth 163,355, which is 36 per cent. of all citizens of that State living in the United States at the date of the census, and forms the astonishing proportion of 58 per cent. of those remaining in the State of their nativity. South Carolina has lost 261,575 free inhabitants, equal to 31 per cent. by emigration. Among the Northern States, Vermont and Connecticut have contributed most largely to the settlement of other parts of the country. Their proportion, about 25 per cent. of their native citizens, would perhaps exceed that of either of the Southern States already mentioned, were the number of slaves in the latter admitted as an element of the calculation.

STATISTICS OF INSANITY, PAUPERISM, BLINDNESS, ETC.

The number of white mutes in the United States amounts to 9,091, and the colored to 632, of whom 491 are slaves. The number of persons destitute of sight in the United States is 9,702, of whom 7,997 are white, and 1,705 colored, of the latter 1,211 are slaves.

The number of indigent persons who have received the benefit of public funds for their relief amounts to 134,972, of this number 68,538 were of foreign birth, and 66,434 Americans. Of the number receiving support on the 1st day of June, there were 36,916 natives and 13,437 foreigners, making 50,353 in all. The entire cost of these individuals for the year was \$2,954,806.

The entire number of paupers relieved by the public funds in England and Wales for nine years, from 1840 to 1848 inclusive, amounted to 13,193,435, equal to 1,649,178 persons per annum. In 1848 the number relieved was 1,876,541, by which it appears that one person in every eight was a pauper. The total public expenditure for the poor in England and Ireland in 1848 amounted to \$42,750,000.

From the returns, it appears that the whole number of persons convicted of crime in the United States, for the year ending the 1st day of June 1850, was about 27,000. Of these 13,000 were native and 14,000 foreign born. The whole number in prison on the first day of June was about 6,700, of whom 4,300 were native, and 2,400 foreign. Near four million youths were receiving instruction in the various educational institutions of the country on the first of June, 1850. The teachers number more than 115,000, and the colleges and schools near 100,000.

WEALTH OF THE UNITED STATES.

The following is the valuation of the real and personal estate of the inhabitants of the U. States for the year ending June 1, 1850:

	Assessed Value.	True or Est'd Value.
Maine.....	\$96,765,868	\$122,777,571
New Hampshire.....	92,177,959	103,652,835
Vermont.....	71,671,651	92,205,049
Massachusetts.....	546,003,057	573,342,286
Rhode Island.....	77,758,974	80,508,794
Connecticut.....	119,088,672	155,707,980
New York.....	715,369,028	1,080,300,210
New Jersey.....	190,000,000	200,000,000
Pennsylvania.....	497,039,649	722,476,128
Delaware.....	17,442,640	18,652,053
Maryland.....	208,563,566	219,217,362
District of Columbia.....	14,018,874	14,018,872
Virginia.....	381,376,660	430,701,684
North Carolina.....	212,871,413	226,800,470
South Carolina.....	283,867,709	285,257,698
Georgia.....	335,116,229	335,425,714
Florida.....	22,784,835	22,862,270
Alabama.....	219,476,150	228,304,332
Mississippi.....	208,422,167	228,951,138
Louisiana.....	220,165,172	233,908,764
Texas.....	51,027,456	92,740,475
Arkansas.....	36,428,675	39,841,025
Tennessee.....	189,437,623	201,246,686
Kentucky.....	291,387,554	301,638,456
Ohio.....	433,872,632	381,628,456
Michigan.....	30,877,223	59,787,256
Indiana.....	152,870,399	202,650,264
Illinois.....	114,782,645	156,595,006
Missouri.....	98,595,463	137,247,707
Iowa.....	21,690,642	23,714,638
Wisconsin.....	26,715,525	42,056,595
California.....	23,123,173	22,161,872
	5,998,983,281	7,122,145,697
Minnesota (not returned in full.).....		
New Mexico.....	5,174,471	5,174,471
Oregon.....	5,063,474	5,063,574
Utah.....	986,063	981,063
Total.....	6,010,207,309	7,133,368,725

* In New Jersey, as the real estate only was returned, the above is partly estimated.
† Only thirteen counties in California are returned.

CHURCHES.

The number of churches in the United States is 36,011, being 1 to every 646 of population, and each church able to accommodate on an average 384 persons. The total value of church property amounted to \$86,416,639.

The following statement exhibits the relative value of the edifices of the different denominations.

Denominations.	No. of Churches.	Aggregate Accommodations.	Total Value of Church Property.
Baptist.....	8,791	3,130,878	\$10,931,382
Christian.....	812	296,050	845,810
Congregational.....	1,674	795,177	7,973,962
Dutch Reformed.....	324	181,986	4,096,730
Episcopal.....	1,422	625,213	11,261,970
Free.....	361	108,605	252,255
Friends.....	714	282,823	1,709,867
German Reformed.....	327	156,632	965,880
Jewish.....	31	16,575	371,600
Lutheran.....	1,208	531,100	2,867,886
Mennonite.....	110	29,000	94,245
Methodist.....	12,467	4,209,333	14,636,671
Moravian.....	331	112,185	443,347
Presbyterian.....	4,584	2,040,316	13,369,884
Roman Catholic.....	1,112	620,950	8,973,838
Swedenborgian.....	15	5,070	108,100
Tunker.....	52	35,075	46,025
Union.....	919	213,552	690,065
Unitarian.....	243	136,367	3,268,122
Universalist.....	494	205,462	1,767,015
Minor sects.....	325	115,347	741,980
Total.....	36,011	13,849,886	\$86,416,639

AGRICULTURAL.

STATEMENT showing the number of acres of improved and unimproved land, in farms, cash value thereof, and average cash value per acre in each State, etc.:—

	Acres of improved land.	Acres of unimproved land in farms.	Cash value of land improved.
Maine.....	2,039,596	2,515,797	\$54,861,748
N. Hampshire.....	2,251,488	1,140,926	55,245,997
Vermont.....	2,601,409	1,524,413	63,367,237
Massachusetts.....	2,133,436	1,222,576	109,076,347
R. Island.....	356,487	197,451	17,070,802
Connecticut.....	1,768,178	615,701	72,726,422
New York.....	12,408,968	6,710,120	554,546,642
New Jersey.....	1,767,991	984,955	120,237,511
Pennsylvania.....	8,628,619	6,294,728	407,876,099
Delaware.....	580,862	375,282	18,880,031
Maryland.....	2,797,905	1,836,445	87,178,945
Dist. Columbia.....	16,267	11,187	1,730,460
Virginia.....	10,360,135	15,792,176	216,401,441
N. Carolina.....	5,453,977	15,543,010	67,891,766
S. Carolina.....	4,072,651	12,145,049	82,431,684
Georgia.....	6,378,479	16,442,900	95,753,445
Florida.....	349,049	1,236,240	6,323,109
Alabama.....	4,435,614	7,702,067	64,323,224
Mississippi.....	3,444,358	7,046,061	54,738,634
Louisiana.....	1,590,025	3,939,018	75,814,398
Texas.....	639,107	14,454,669	16,398,747
Arkansas.....	781,531	1,816,684	15,265,245
Tennessee.....	5,175,173	13,808,849	97,851,212
Kentucky.....	11,368,270	10,972,478	154,330,262
Ohio.....	9,851,493	8,146,000	358,758,603
Michigan.....	1,929,110	2,454,760	51,872,446
Indiana.....	5,046,543	7,746,879	136,385,173
Illinois.....	5,039,545	6,997,867	96,133,290
Missouri.....	2,938,425	6,794,245	63,225,543
Iowa.....	824,682	1,911,382	16,657,507
Wisconsin.....	1,045,499	1,931,159	28,528,563
California.....	62,324	3,831,571	3,874,041
Minnesota Ter.....	5,035	23,846	161,948
Oregon.....	132,857	299,951	2,849,170
Utah.....	16,333	30,516	311,799
New Mexico.....	166,201	124,370	1,653,952
Aggregate.....	118,457,622	184,621,348	\$3,970,733,093

Average cash value per acre.

Maine.....	\$12 04	Mississippi.....	\$5 22
N. Hampshire.....	16 28	Louisiana.....	13 71
Vermont.....	15 36	Texas.....	1 09
Massachusetts.....	32 50	Arkansas.....	5 88
R. Island.....	30 82	Tennessee.....	5 16
Connecticut.....	30 50	Kentucky.....	6 91
New York.....	29 00	Ohio.....	19 93
New Jersey.....	43 67	Michigan.....	11 83
Pennsylvania.....	27 33	Indiana.....	10 66
Delaware.....	19 75	Illinois.....	7 99
Maryland.....	18 81	Missouri.....	6 50
Dt. of Columbia.....	63 03	Iowa.....	6 09
Virginia.....	8 27	Wisconsin.....	9 58
N. Carolina.....	3 23	California.....	0 99
S. Carolina.....	5 08	Minnesota Ter.....	5 61
Georgia.....	4 19	Oregon.....	6 58
Florida.....	3 99	Utah.....	6 65
Alabama.....	5 30	N. Mexico.....	5 69

Average cash value per acre, including States, Districts and Territories.....\$10 70

One hundred and fifty-one millions of dollars are now invested in agricultural implements and machinery; of this sum New York has invested \$22,084,926; Pennsylvania, \$14,722,541; Louisiana, \$11,576,938 (perhaps to a great extent in machinery for crushing sugar cane;); Ohio \$12,750,585; Kentucky, \$5,169,037; Virginia, \$7,021,772.

DOMESTIC ANIMALS.

According to the census returns of 1840, there were in the United States 4,335,669 horses and mules; 14,971,586 meat cattle, 19,311,374 sheep, and 26,301,293 swine; of 1850 4,335,358 horses, 559,229 asses and mules, 28,360,141 horned cattle, (including 6,392,044 milch cows, and 1,699,241 working oxen,) 21,721,814 sheep, and 30,316,603 swine.

The increase in horses, mules and asses during the ten years has been 559,053. Many suppose that the great extension of railroads has a tendency to dispense with the use of large numbers of horses; but one very good reason for the small apparent increase in the number of horses, exists in the fact that the enumeration of 1850 omits all in cities and includes all or mainly such as are employed in agriculture or owned by farmers. In New York, where there are less than a thousand mules, there appears to be a decline in the number of horses and mules together of 26,566; in Pennsylvania, of about 13,000; in New England, of 17,000, or more than twenty-five per cent, while in all these States railroad conveyance has almost superseded the use of horses for travelling purposes. On main routes we would more readily attribute the apparent diminution to the omission to enumerate the horses in cities and towns than to any superseding of horse power, which the opening of railroads would often bring into requisition in various other operations. In Ohio, and the new States of the Northwest, the increase of horses has kept pace with that of the population. The four and a quarter millions of these noble animals in the United States constitute a proportion of one to five of the inhabitants. New York has one horse to seven persons; Pennsylvania, one to six and six tenths; Ohio, one to four; Kentucky, one to three free inhabitants. The number of horses in the United States is more than three times as large as that in Great Britain. The number of mules is 556,070, of which but 30,000 are found in the Northern States.

The aggregate number of milch cows, working oxen and other cattle in 1840, was 14,971,586; in 1850, 18,355,287. The increase, therefore, between the two periods, was 3,383,701, or about twenty per cent. They appear to be distributed quite equally over the Union. The amount of butter gives an

average of something over 49 pounds to each milch cow. The average production of cheese to each cow is 16½ pounds.

The increase in the number of sheep between 1840 and 1850 was 2,309,108.

It is a very gratifying fact that, though the number of sheep has increased in ten years, but twelve per cent, the aggregate weight of their fleeces has augmented forty-six per cent.

In 1840 there were 19,311,374 sheep, yielding 85,802,114 pounds of wool equal to 184-100 pounds per head.

In 1850 the average weight of each fleece was 2 43-100 pounds, from which it would appear that such an improvement had taken place in the various breeds of the American sheep as to increase their average product about thirty-two per cent. throughout the United States. And a critical analysis of the returns of sheep and wool proves not only that our breeds are capable of such improvements, but that it has actually taken place.

The following table exhibits the relative production of a number of leading articles according to the census returns of 1840 and 1850.

	1840.	1850. (crop of 1849.)
Wheat, bushels.....	84,823,272	100,503,899
Rye, ".....	18,645,567	14,188,637
Maize, ".....	377,531,875	592,326,612
Oats, ".....	123,061,341	146,678,879
Rice, lbs.....	80,841,422	215,312,710
Tobacco, lbs.....	219,163,819	199,752,640
Cotton, ".....	790,479,275	987,449,600
Buckwheat, bush.....	7,291,743	8,956,916
Barley, ".....	4,161,504	5,167,016
Potatoes, bush. sweet and common.....	108,298,060	104,055,989
Hemp, tons.....	95,251½	35,093
Flax, lbs.....	61,552½	7,715,961
Silk cocoons, lbs.....	155,100,809	14,762
Sugar cane, lbs.....		247,581.60
Sugar maple, ".....		34,249,886

Atlantic and St. Lawrence Railroad.

A petition signed by the directors of the Atlantic and St. Lawrence railroad company, and our citizens generally, is in circulation, asking congress to establish a new collection district at Island Pond Junction, "at the point or place where the American and Canadian companies unite upon the line of the Portland and Montreal railway."

This is a measure that will become absolutely indispensable, on the completion of the line to Montreal, as a large revenue business must accumulate at this point.

The fine weather of the last few days has given great despatch to the laying of track, which has now reached the Connecticut river, and the locomotive will enter Vermont the present week.—Between the Connecticut river and Island Pond a distance of 16 miles, the sleepers are laid for more than half the entire line.—*Portland Advertiser* of the 11th.

Ohio.

Zanesville, Akron and Cleveland Railroad.—We are informed that Mr. Grant, engineer of the Zanesville, Akron and Cleveland railroad has just completed a preliminary survey of the route of this road to this city. The route surveyed after leaving Millersburg in Holmes county, passes down the valley of Killbuck to the Walhonding; crosses the latter stream about four miles west of Coshocton; passes through Roscoe, thence down the valley of the Muskingum to Dresden, intersecting the Steubenville road a few miles above Dresden, thence through Dresden to Zanesville.

Mr Grant, reports the line from Cleveland to Zanesville as 140½ miles in length with gentle grades, with a large portion of level line, of easy curvature, and can be constructed very cheaply. No doubt is felt as to the interest which can be combined upon this road, carrying it to completion.—*Zanesville Gazette*.

Report of the Post Master General.

According to the report of Hon. S. D. Hubbard, Postmaster General, the number of post offices in the United States, at the close of the fiscal year, ended June 30, 1852, was 20,601; postmasters appointed during that year, 6,255. There were 1,719 post offices established, and 614 discontinued during the year.

From the end of the fiscal year to November 1, 1852, 520 post offices have been established, and 236 discontinued; so that the whole number in operation at the latter date was 21,191. At its close there was in operation in the United States 6,711 mail routes, their aggregate length being 214,284 miles, and employing 5,266 contractors. Annual transportation of the mails on these routes 58,985,728 miles, at an annual cost of \$3,939,971, being about 6 7-10 cents per mile; 11,082,768 miles were performed on railroads, at a cost of \$1,275,520, being about 11 1/4 cents per mile; 6,353,409 miles in steamboats, at a cost of \$505,815, being about 8 cents per mile; 20,698,030 miles in coaches, at a cost of \$1,128,986, being about 6 1/4 cents per mile; and 20,850,621 miles in modes not specified, at a cost of \$1,029,650, being about 4 9-10 cents per mile.

The inland service shows an increase of 17,994 miles in mail routes; of 5,713,476 miles of annual transportation, and of \$518,217 in the annual cost—the railroad service alone being increased 2,514,061 miles, at an increased cost of \$290,501.

There were six foreign mail routes in operation on the 30th of June, of the aggregate length of 18,349 miles—annual transportation 652,406 miles.

The cost of ocean steamer service for the year 1852 was \$1,896,250; for 1851 \$1,023,250.

The gross receipts of the department for the year ending June 30th were \$6,925,971 28. But of this only \$4,226,792 90 were from letter postages and stamps, and \$729,246 36 from newspapers and periodicals. The receipts from postages were less by \$1,388,334 43 than those of the preceding year, being a decrease of 22 per cent. since the new law took effect. Still the Postmaster General does not desire a return to higher rates.

The expenditures of the department for the last fiscal year were \$7,108,459 04; those for the present year are estimated at \$8,745,777 20. The estimated receipts, including \$1,200,000 appropriations, are \$7,417,790 83; leaving a deficit of \$1,327,986 38, to be provided for by direct appropriation. A still larger appropriation will be required for next year.

The increased speed attained on various great mail routes is noticed by the P. M. General. The following is given as the receipts for postage on several lines of mail steamers during the last year:

By Collins' line, New York and Liverpool.....	\$228,867 61
By New York and Bremen line, touching at Southampton, England.....	77,219 87
By New York and Havre line, touching at Cowes.....	80,804 08
By Charleston and Havana line.....	11,658 99

Several topics of no general interest are touched upon, and the report then speaks of the application of the Havre and Bremen lines of steamers for increased pay, on the ground that while the Collins' line receives \$30,000 a trip, they get but \$12,500 a trip for the Havre line and \$16,666 for the Bremen line. They consider that the increased commerce and immigration from Germany since the line was established, entitle them to additional aid.

Several postal conventions with foreign countries are noticed, and the report then proceeds to consider the necessity for increased commissions to postmasters on account of the increased labor under the new law. The following is recommended for an office collecting postages to the amount of \$3,000.

Allow on \$100.50 per ct. commission	\$50 00
Do. 300, 40 " "	120 00
Do. 2,000, 33 1/4 " "	666 66
Do. 600, 12 1/2 " "	75 00
	—911 66

The whole number of paid and unpaid letters which have passed through the post offices of the United States during the last fiscal year, was 95,790,524. Of this number 32,672,765 were unpaid; 18,448,510 paid by money; 31,897,750 paid by stamps; and 3,146,000 free.

The Postmaster General recommends to Congress to remedy the evil existing in Philadelphia on account of the want of a suitable Post Office building.

Post Office Railroad Statistics and cost for the year 1852.

States.	Trans'n.	Miles.	Cost.
Maine.....	177,528	\$15,397	
New Hampshire.....	220,272	16,498	
Vermont.....	270,660	31,508	
Massachusetts.....	1,276,912	101,320	
Rhode Island.....	86,112	8,612	
Connecticut.....	565,365	47,238	
New York.....	2,837,276	262,830	
New Jersey.....	307,820	49,122	
Pennsylvania.....	866,606	71,165	
Maryland.....	597,064	312,700	
Ohio.....	672,632	108,674	
Virginia.....	366,946	72,593	
North Carolina.....	263,016	52,571	
South Carolina.....	411,528	52,010	
Georgia.....	820,071	116,989	
Michigan.....	601,120	83,958	
Indiana.....	215,904	22,511	
Illinois.....	106,704	9,164	
Kentucky.....	136,861	8,840	
Tennessee.....	83,616	5,742	
Alabama.....	155,688	23,180	
Mississippi.....	43,316	5,950	
Louisiana.....	1,248	150	
Total.....	\$11,082,768	\$1,275,520	

Central Military Tract Railroad.

Mr. J. W. Brooks, the popular Superintendent of the Michigan Central railroad, has been elected President of the Illinois Central Military Tract railroad.—*Detroit Tribune.*

In copying the above, the Albany Evening Journal says: "Mr. Brooks is rapidly reaping the reward of his industry and intelligence. Ten years ago, with an enviable but limited reputation, he went from New England to Rochester to assume the superintendency of the Auburn and Rochester railroad. He discharged the duties of that office with so much skill and energy, that he attracted the attention of the then recent purchasers of the Michigan Central railroad, who appointed him Superintendent of that great work. The responsibilities imposed upon him were vast and gigantic. But he was equal to them all; and in five years he has probably performed as much hard work as any other man in America. He comes nearest to disproving the maxim that 'no one can do impossibilities,' of any person of our acquaintance. This new field of labor required just such a man; and we trust that while he labors so faithfully for others, he may be able to gather a rich reward for himself."

Reading Railroad.

The admirable management of the passenger trains upon our railroad, affords accommodation for travellers that are excelled by those of no other road in the United States. Reasonable fares, comfortable and elegant cars, careful engineers, polite and attentive conductors, convenient hours of starting, and punctuality to the minute in running time, which constitute the sum total of the advantages of railroad travelling, are fixed appurtenances of the passenger trains of our road, that the traveller is always certain to enjoy. So perfect are all the arrangements of these trains, that the life of not a single passenger in them has been lost since the opening of the road; and the few accidents of lesser magnitude that have occurred, were invariably the direct result of the imprudence of the sufferers. This is saying a great deal, but the facts bear us out in our assertion. These studied attentions to the wants of the public, have had their legitimate effect, in greatly augmenting the passenger travel over the road; so that the company now find profitable use for two daily trains the year round.—*Reading Gazette.*

Railroad Items.

The Central railroad company have commenced putting down iron on the track from Lasalle to Bloomington, and expect to finish the line so that the cars can run upon it by the first of March next.

The engineers of the Alton and Terre Haute road were five miles west of Hillsboro on the 28th ult., on their way from Alton to Hillsboro, permanently locating the road.

The receipts from passengers alone on the Cleveland, Painesville and Ashtabula railroad, including its extension to Erie, Pa., since its opening, have been \$1,000 per day, or \$30,000 per month. The whole distance is 196 1/2 miles, and the entire cost about \$2,100,000. This is enormous, and shows the great importance and necessity of the Lake Shore line of roads.

The Dundee Record states that arrangements have been effected between the Canandaigua and Elmira and New York and Erie railroad companies, by which the road from Jefferson to Elmira is surrendered to the former company, and is to be run in connection with the Canandaigua and Elmira and Niagara Falls roads, for ten years. The cars will run through to New York from the Falls, on this line in July next.

The Baltimore and the Richmond papers are making great efforts to carry steamship lines, the first southward, the second to Antwerp.

Indiana.

Central Railroad.—The contractors on this road are pushing it forward as expeditiously as the weather will permit. Commencement has been made at this place, and at Cambridge city, in laying down the rails, and we are gratified to learn that the iron necessary to complete the road has been contracted for, and will be delivered as fast as it can be put down. This is an important road, and its completion at an early day may be expected as it is in the hands of energetic men.—*Indiana Daily Journal.*

Lake Superior Iron Business.

We learn by the Lake Superior Journal that the Iron Mountain and Lake Superior railroad has been pushed forward with energy under the superintendence of Mr. Ely, and the hardest part of the work has been done. The route has been cut out from the Lake to the Mountain, considerable grading and grubbing has been done, and the road is to be finished early next summer. By railroad, it is estimated the ore can be delivered on the docks at Marquette, for from 50 cents to \$1 00, per ton, according to the quantity transported. The iron from it is acknowledged to be better than any imported, and the ore is to be had in any quantity at 50 cents a ton over and above the actual cost of transportation.—We understand Lake Superior iron has the preference here over any other for bands on the head of piles in pier building, a test which thoroughly tries the tenacity and strength of the metal.

It is only about eight years since the Lake Superior iron region was brought into notice, and the low price of iron together with the preference given so generally to the copper business in the Northwest, and the lack of a ship canal at the Saut, have retarded the development of the resources of the country and its settlement. Still quite a village has sprung up at Carp river, mills and foundries have been built, and other improvements have been made of importance to the growth and business of that region. A Marquette correspondent of the Journal writes:

"The Marquette Iron Works will commence again under new and favorable auspices, the whole concern having gone into the hands of enterprising Clevelanders. The company have on hand a large quantity of coal for winter operations and are prepared with every facility to carry on their work successfully. They mean to put on to the road, for carting or rather sledding down ore as soon as the snow falls, some fifteen horse teams and hope to get a supply on hand for a year to come. The snow road from the iron mountain to this place is always beautiful in winter, and equal to any plank road for smoothness.

The Jackson Iron Works under the charge of Mr. Eaton, located near the iron mountain, are just commencing again to work blooms. They have a

large quantity of coal in store for their winter operations, and they will have a fine lot of blooms for shipment in the spring. The last sales of Lake Superior iron in market have greatly encouraged those engaged in the business to produce as much as possible.

American Railroad Journal.

Saturday, December 18, 1852.

State Policy of Illinois.

Some fifteen years since, the State of Illinois undertook the construction of an elaborate system of internal improvement. Two objects were proposed to be effected: the ordinary one of opening convenient channels of intercommunication between different portions of her territory; and the additional object, of confining within the State all the apparent advantages supposed to result from such works; in other words, to give to her roads such direction and termini as would tend to build up *exclusively* its own towns and cities. In accordance with this policy, a number of points were selected which were to become the sites of such *future* cities; and these were made the *exclusive* termini of the roads projected. It was supposed that the laws of trade might be made to yield to political considerations, and that the public might be made to serve the personal advantage of the lucky dwellers in the favored seats of future opulence and commerce.

The result of this Quixotic experiment is, unfortunately, too well known. As might have been expected, it proved a total failure, involving not only the loss of millions, but bringing discredit and disgrace upon the State. After expending vast sums, the State found herself unequal to the further prosecution of the proposed works, which were, one by one, abandoned, and miles upon miles of the old grades are now covered with dense forests. All of the old work that can now be turned to account, has passed for a mere trifle into private hands. Only one work, the Illinois canal, out of the whole commenced, has been completed, and this has been effected by a private company, into the possession of which it has passed—the State retaining only a possible interest in the same.

As soon as the State emerged from the embarrassment which she brought upon herself, one of her first acts was to remodel her constitution, by which she forever prohibited herself from repeating her former folly. She is now by law incompetent to the construction of works of public improvement; and to leave to her legislature as little direct agency as possible in such matters, her constitution provides that the authority to construct railroads shall be given by a general law of the State, and requires a subsequent legislature to enact a suitable law for this purpose.

This has in part been effected, but unfortunately her dearly bought experience has yet failed to bring with it correct notions upon the legitimate sphere of legislation in commercial or business affairs. The idea of controlling the direction, and course of trade, by legislative interposition, still finds supporters; and although by the act of remodeling her constitution, she pronounced herself incompetent to engage in the construction of channels for such trade, the legislature claims to pronounce upon the expediency of any proposed work, and to determine the route and direction of commerce—the very thing that was the cause of all her previous misfortunes. It was the fault of the policy described, that it was the work of *politicians*, not of business men seeking to provide for already ex-

isting wants. It would be just as wise in a legislature to attempt to prescribe the model of a ship, as to define and limit the routes of commerce. This body is just as incompetent to decide upon one as upon the other. It may often be good policy to render pecuniary assistance, but in matters that appeal solely to the reason and experience of business men, the opinions of such should be conclusive.

The State of Illinois, then, by refusing to allow the Mississippi and Atlantic railroad company to construct their road, are only enacting, on a less harmless scale, one of the follies of 1837, and which contributed more than all others to saddle the State with an enormous debt, for which she has nothing to show but a few miles of graded road long since abandoned.

Suppose the Alton and Terre Haute to be built, what would be the result? Would it add to the business or commercial importance of Alton?—Only in the same degree that the Erie railroad has built up Piermont! The road would add to the population and business just in proportion to the additional number of people it would require to superintend and operate the road. It is now too late to attempt to render Alton a rival of St. Louis, or to materially increase its present commerce. The reason is, that people prefer going to St. Louis to trade. It has been decided that St. Louis is the proper site of the commercial depot of that portion of the Mississippi valley contiguous to it. It is too late in the day to raise the question of the propriety of this decision. It is undoubtedly a correct one, or it would not have been made.

The people of Illinois go to St. Louis to trade, because they find it for their interest to do so. It would consequently be adverse to their interest to compel them to go to Alton. What is the object in endeavoring to force trade to that city? Simply to build it up. For this purpose other portions of the State are to be taxed, and privileges accorded to one section of the State refused to another. Granting the assumption that Alton could be rendered a large town by compelling railroads to make it their termini, the advantage gained would cost more than it would come to. As well might this be done by imposing a *direct* tax upon the people of the state, as to do it indirectly, by forcing them to take their products to a market where they would be forced to sell them at a sacrifice.

We certainly regret that the commendable enterprise of Alton will meet with no better return. But such are the laws of trade. We cannot expect that cities like St. Louis will be scattered about in wild profusion through the west. A rival to this city within a circuit of one hundred miles is not to be thought of. All within this distance must recede before the rising greatness of the former. Such is always the influence of towns. Witness how Boston has swallowed up the trade of all other Massachusetts towns, that were once of much greater comparative importance than at the present time. But it is no use to quarrel with such a result. In a country like the United States no human power can make it different. Any interference with the laws of trade is unnatural, and is sure to meet in the end with signal disappointment.

We have written the above with the best wishes possible for the success and progress of Alton; but we must of course deprecate the adoption of any policy, which is calculated apparently to promote this success, by doing injustice to others, and which must, in the end, only result to the injury of the very interest sought to be promoted.

Terre Haute and Alton Railroad.

We copy in another column, this morning, an article which appeared several weeks since in an editorial form, in the *Railroad Journal*, of New York. In doing so, we deem it proper to remark that the taunt and railery which it contains, against the people of this State, are not only ill-timed, but exceedingly out of place, unless it can be shown that Mr. Brough's projected road across the State will lead to a larger expenditure of money in its construction, and, when made, will confer greater benefits upon it, *than the making of two roads, one on each side and parallel to it, and which it will destroy.* The Illinoistown and Vincennes, and the Terre Haute and Alton road, are both under contract, and in process of construction, but are doomed to destruction by the building of Mr. Brough's road between them. The people of Illinois have wisely preferred the two to the one road, and the Editor, who, in his *sanctum*, and without the least personal knowledge of the true grounds and merits of the controversy, shall thus presume to spend his contemptuous leer, must, to say the least, be very ready and indiscriminate in the use of such weapons. It may be he knows our people's local interests better than they do themselves,—if he does, however, perhaps this mode of argumentation may not at once convince them of their error.

The question between the people of Illinois and Mr. Brough, has been repeatedly decided by our Legislature, and under those decisions the St. Louis and Vincennes, and the Terre Haute and Alton companies, have gone to work in the construction of their respective roads. Important rights have been vested, and what was once fairly a question of policy, has become and is a question of justice also. Will the people, will the Legislature, will the Courts, suffer the perpetration of the injustice threatened by Mr. Brough, and his associates? We answer, under the circumstances, they will not?

Upon the whole, we are led to look upon the *Journal's* article as a part of the machinery to be used by Col. Brough, in another attempt upon our Legislature at its approaching session. It is clearly intended to induce the impression that he desires no further legislation from our State, but is determined to build his road at all events, and upon his own hook. We place no faith in such statements, and feel perfectly satisfied that Mr. Brough, notwithstanding what the *Railroad Journal* says, will be on hand at Springfield, during the winter, importuning our Legislature for a charter as industriously as ever. We call upon the friends of a sound State policy to mark our words and watch his movements.

We wish no better evidence of the correctness of our course, in reference to the railroad controversy in Illinois, than the above article, copied from the *Alton Telegraph*, the leading advocate of the "State policy." All that we contend for is, that railroads shall be *allowed* to be built where they are *needed*. This is exactly our position. The *Telegraph*, on the contrary, opposes this doctrine, and gives as a reason in the case under consideration, that the Mississippi and Atlantic road *would kill the Terre Haute and Alton and the Ohio and Mississippi roads.* How? Simply by drawing off the business of the latter! Should such fears be well founded, all we can say is, that these roads should not be built. If these projects have not sufficient inherent strength to stand upon, the sooner they are abandoned the better. If they depend upon a monopoly secured by an iniquitous State legislation, which is soon to be corrected by the prevalence of more enlightened and liberal views, the argument against their construction is still stronger. *Legislation* will never furnish business to a railroad, and if the latter cannot secure a compensating traffic without legislation, certainly it cannot, with.

The *Telegraph* censures us for advocating a *straight line*. Had we ventured to say as much against the Terre Haute and Alton project, as is

contained in the article copied from that paper, we certainly think we should have given reasonable cause of offence. What impression will be created in the mind of a capitalist, upon finding in the columns of the leading advocate of the State system, a direct admission that the above road will become worthless, upon the construction of the straight line. Now, no one believes, whatever may be the fact, that the State policy will be persisted in more than a year or two longer. The friends of this policy with whom we have conversed, say that they are willing to withdraw their opposition so soon as the building of the Terre Haute and Alton road shall be secured. Under these admissions, and with this conviction, who will invest in this project? No one in New York, certainly. Well may this project pray to be saved from its friends!

We take no such sweeping ground as this. The Mississippi and Atlantic road is not a rival of the Ohio and Mississippi railroad, and there is no reason why the best feeling between the two should not exist. The case is different we admit, with the Terre Haute and Alton. The termini of this and the Mississippi and Atlantic would be the same—for the business and travel of the former would not reach its destination short of *St. Louis*. The Alton papers admit that the freight brought down by the Alton and Sangamon railroad passes directly thro' to *St. Louis*, and that that city has been building a work for the benefit of the latter.

But the commercial result of a railroad may have nothing to do with the question of income of a road. The Terre Haute and Alton road, if built, would, in every respect but in the name, be a *St. Louis* road. That city, and not Alton, would reap the chief benefit of its construction. The road would, nevertheless, we think, be fair property, from an abundant local traffic it must command. It traverses a very fertile and productive country, and will be sufficiently removed from other roads to command a large business. If these considerations are not sufficient to justify its construction, it should not be built, as it would prove a losing concern both to stockholders, among the largest of which are the citizens of Alton, without being productive of the anticipated advantage to that city.

With regard to the insinuation, that we are leagued with Mr. Brough, and aiding him in carrying out his views, we would say, that the Editor of the *Telegraph* is as much in communication with that gentleman, and as much interested in the result of his labors, as we are. This, we take it, is a sufficient disclaimer of interested motives. Personally, we are entirely indifferent as to his success, except so far as his success may vindicate a principle for which we have always contended.—The entire railroad system of the country demands the construction of the short line, and we should certainly be wanting in the duty we owe this great interest, not to do what we can toward securing to them so manifest a right.

Pennsylvania.

Pittsburg and Connellsville Railroad.—On the 6th instant, the stockholders of the Pittsburgh and Connellsville railroad company elected the following board of managers;

Wm. Larimer, Jr., E. D. Gazzam, A. M. Hill, Henry Walter, Daniel R. Davidson, Walter Bryant, Henry Blackston, C. Rug, H. D. King, Wm. B. Curry, A. W. Marks, B. F. Jones. The board organized by electing Wm. Larimer, Jr., President, William B. Curry, Treasurer, and H. D. King Secretary.

Stock and Money Market.

The Stock market continues very active with large operations, though prices of some of the leading fancies are not so high as last week. Money is abundant with an active demand for good securities for investment.

The principal public sale during the week has been Mr. Draper's sale of the Buffalo and Corning railroad bonds, which commanded the following prices:

\$30,000 Buffalo and Corning railroad Stevens first mortgage, 101; £25,000 do. do., 101½; \$3,000 do. do., 96; \$27,000 do. do., 95½; \$29,000 do. do., 96½; \$16,000 do. do., 95½.

The following table will show the coinage of the Mint of the United States and its branches for the eleven months ending Nov. 30, 1852:

Mints.	Gold.	Silver.	Copper.	Total.
Philadelphia.	45,734,933	693,608	42,758	46,471,299
N. Orleans.	4,130,000	144,000	—	4,274,000
Charlotte N.	—	—	—	—
C.....	356,849	—	—	356,849
Dahlonega Ga.	413,981	—	—	413,981

Total.....\$50,685,763 837,608 42,758 51,566,129

The deposits at the several mints during the corresponding time in 1851 were:

	U. S. Gold.	Other gold.	Total.
Philadelphia.	\$41,506,411	\$669,598	\$42,176,009
New Orleans.	7,656,909	140,352	7,797,261
Charlotte.....	301,402	.....	301,402
Dahlonega....	313,981	.....	313,981

Total.....\$49,778,703 \$809,950 \$50,588,653

The deposits of gold for the present year are \$1,330,364 in excess of those to the same date of 1852, of which \$340,202 were in foreign gold, principally coin, and \$990,162 in American gold.

Railway Share & Stock List;

CORRECTED WEEKLY FOR THE
AMERICAN RAILROAD JOURNAL.

NEW YORK, DECEMBER 18, 1852.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	100½
U. S. 6's, 1856	111½
U. S. 6's, 1860	116½
U. S. 6's, 1862—coupon	117
U. S. 6's, 1867	121
U. S. 6's, 1868	122
U. S. 6's, 1868—coupon	121½
Indiana 5's	102
Indiana 2½	61
" Canal loan 6's	97
" Canal preferred 5's	47
Alabama 5's	98
Illinois 6's, 1847	84
Illinois 6's—interest	56
Kentucky 6's, 1871	111
Maryland 6's	111
New York 6's, 1854-5	109
New York 6's, 1860-61-62	117
New York 6's, 1864-65	120
New York 6's, ½ y., 1866	122
New York 5½'s, 1860-61	114
New York 5½'s, 1865	113
New York 5's, 1854-55	108
New York 5's, 1858-60-62	112½
New York 5's, 1866	117
New York 4½'s, 1858-59-64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	108
Ohio 6's, 1860	111½
Ohio 6's, 1870	117
Ohio 6's, 1875	117
Ohio 5's, 1865	106
Ohio 7's, 1851	105½
Pennsylvania 5's	98½
Pennsylvania 6's, 1847-53	101
Pennsylvania 6's, 1879	99½
Tennessee 5's	92
Tennessee 6's, 1860	109
Virginia 6's, 1866	111

CITY SECURITIES—BONDS.

Brooklyn 6's	105
Albany 6's, 1871-1881	107½
Cincinnati 6's	104
St. Louis	97½
Louisville 6's 1880	97½
Pittsburg 6's, 1869-1871	103½
New York 7's, 1857	108
New York 5's, 1858-60	103½
New York 5's, 1870-75	103½
New York 5's, 1890	105
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-90	109½
Baltimore 1870-90	109
Boston 5's	102

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1867	114
Erie 2d mortgage, 7's, 1859	106½
Erie income 7's, 1855	101
Erie convertible bonds, 7's, 1871	109½
Hudson River 1st mort., 7's, 1869	109
Hudson River 2d mort., 7's, 1860	104½
New York and New Haven 7's, 1861	105
Reading 6's, 1870	93
Reading mortgage, 6's, 1860	100½
Michigan Central, convertible, 8's, 1860	111
Michigan Southern, 7's, 1860	101
Cleveland, Col. and Cin. 7's, 1859	123
Cleveland and Pittsburg 7's, 1860	102
Ohio and Pennsylvania 7's, 1865	108
Ohio Central 7's, 1861	98

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Dec. 9.	Dec. 16.
Albany and Schenectady	114½	113
Boston and Maine	107½	110
Boston and Lowell	109	109½
Boston and Worcester	105	106½
Boston and Providence	89½	92
Baltimore and Ohio	93½	98
Baltimore and Susquehanna	30½	34
Cleveland and Columbus	129	132
Columbus and Xenia	—	—
Camden and Amboy	150	—
Delaware and Hudson (canal)	128	130
Eastern	98½	99½
Erie	97½	96½
Fall River	—	—
Fitchburgh	104½	106½
Georgia	—	—
Georgia Central	—	—
Harlem	75	73½
" preferred	111½	111½
Hartford and New Haven	129	129
Housatonic (preferred)	35	35
Hudson River	76½	75½
Little Miami	—	120
Long Island	55	47
Mad River	—	99
Madison and Indianapolis	111	111
Michigan Central	101½	113½
Michigan Southern	135	134½
New York and New Haven	115½	115½
New Jersey	131	131
Nashua and Lowell	—	—
New Bedford and Taunton	117	117
Norwich and Worcester	54½	53½
Ogdensburg	27½	27½
Pennsylvania	49½	49½
Philadelphia, Wilm'gton & Balt.	37	39½
Petersburg	—	—
Richmond and Fredericksburg	105	105
Richmond and Petersburg	35	35
Reading	100½	100½
Rochester and Syracuse	126	125½
Stonington	58	56½
South Carolina	122½	122½
Syracuse and Utica	133	133
Taunton Branch	115	115
Utica and Schenectady	142½	14½
Vermont Central	17½	17
Vermont and Massachusetts	19½	22½
Virginia Central	40	40
Western	105½	105½
Wilmington and Raleigh	57½	57½

Railroad Lanterns.

Our readers will find an advertisement of every variety of railroad Lanterns in another page

Baltimore and Ohio Railroad.

The business of this road continues to exhibit a steady and gratifying increase. The revenue for the month of November has been \$140,949 41, of which \$114,081 43 were from the main stem, and \$26,867 98 from the Washington Branch. This is an increase over the corresponding month of last year of \$22,919 71, of which \$18,974 76 was on the main stem, and \$3,944 45 on the Washington branch.

We learn from the Patriot "that at a stated meeting of the board of directors of the Baltimore and Ohio railroad, held yesterday, the subject of opening the road to Wheeling, was introduced by Mr. Swann, who announced that it was his intention to run a train through from Baltimore to Wheeling on the 31st inst. The cars would leave Baltimore on the evening of the 31st, so as to reach Wheeling at 4 o'clock on the evening of the 1st of January, according to its pledge heretofore given, that the road should be opened on that day."

Mississippi Central Railroad.

TO THE EDITOR OF THE RAILROAD JOURNAL :

Holly Springs, Miss., Nov. 26, 1852.

As the people of this State are about commencing what they deem an important and valuable line of railroad, I desire, through the medium of your Journal, to call public attention to the subject of railroad construction in Mississippi, the adaptedness of our territory to such works, and the ability of our people to construct and supply to them, a lucrative traffic.

The line of the Mississippi Central railroad extends from Canton, Miss., to Jackson, Tennessee, a distance of about 230 miles, and will connect at the former place with the New Orleans and Nashville road, and with the Mobile and Ohio railroad at the latter, thus giving to New Orleans a direct route to the mouth of the Ohio river. Of the whole line, 180 miles will be embraced in Mississippi, and the remainder in Tennessee.

Not being in possession of sufficient statistical information in reference to Tennessee, I shall confine my communication entirely to the Mississippi portion of the road.

The accompanying table has been taken in part from the assessment or tax roll of Mississippi, and in part from the census, both of 1850. Our lands are assessed for taxation every four years. You have therefore in the table the assessed value of the taxable lands for 1850. As to personal property, our taxation is mostly specific, not *ad valorem*, so that to ascertain its value I was compelled to resort to the Federal census of 1850. My statistics in reference to lands are from the tax roll, and as to personalty from the census. They are all for 1850.—I give you the sources of my information that you may test its accuracy.

There are 60 counties in the State of Mississippi through 7 of which this road will run, viz: Marshall, Lafayette, Yallabusha, Carroll, Holmes, Yazoo and Madison. The assessed value of the taxable land in these counties is \$12,244,762, being a fraction over one-fifth of that of the whole State. They contain 316,441 acres of Government or vacant land, and 129,706 acres held by the State by forfeiture for taxes, or as school lands, nearly all of which are also vacant. They contain 56,865 white, and 73,769 slave population, amounting to 130,634 souls, being nearly one-fifth of the white, and one-fourth of the black population of the State. There were grown in these counties in 1850, (a light crop year) 118,056 bales of cotton, more than one-fourth

of the whole State crop. These counties that year raised 4,831,711 bushels corn, nearly one-fourth of the State crop. In the same year the personal property was worth \$37,112,437, more than one-fourth of the whole State. The sales of merchandize were \$1,974,392, and their State tax was \$44,915, being each about one-fifth of the whole State. These statistics show the great preponderance of the wealth of these counties, when compared with the whole State. There are also 9 counties, which adjoin those through which the road will run, viz: Tip-pah, Pontotoc, Chickasaw, Choctaw, Desoto, Panola, Tallahatchie, Sunflower and Washington, possessing in 1850 \$12,890,490 taxable real estate, 1,043,059 acres Government or vacant land, 166,496 State land also vacant, 64,389 white, and 47,509 slave population, 96,074 bales cotton, 4,324,220 bushels corn, \$24,872,005 personal property, selling \$945,926 merchandize, and paying a State tax of \$34,898. There are three other counties, Issaquena, Attalla and Leak, that also lay contiguous to the counties through which the road will run, that are not embraced in any calculations, as they will trade but little with this road. Of the 9 counties above named, DeSoto, Sunflower and Washington will use the road but little, whilst Chickasaw and Choctaw will be almost wholly dependent on it. Taking a distance of 28 miles on each side of the road, will embrace, on an average, as absolutely tributary to the road, two-fifths of the trade, travel, population and wealth of the 9 contiguous counties above specified. Adding this two-fifths, as in the table, to that of the counties to be pierced by the road, we have for the 180 miles in this State the sum total of the wealth, population and productions within 28 miles of the road and tributary to it, viz: Assessed value of taxable lands \$17,401,970, Government or vacant lands 727,665 acres, State lands 196,304 acres, white population 82,621, black 92,773, total population 175,394, bales cotton 156,401, bushels corn 6,561,401, value of personal property \$47,108,439, sales merchandize \$2,352,762, State tax \$58,873

which in 1850 were the resources for this road as exhibited by the statistics. It is necessary for a moment to look behind them to ascertain some other facts. A large portion of the country through which the road will pass was as late as 1835 inhabited by the Indians. Speculators bought and still retain large quantities of the land, which is not yet populated. In addition to this all lands in this portion of the State i. e. the Chickasaw Cession, are exempt from taxation for five years after purchase from the general Government, so that many thousands of acres are now being opened that were not assessed in 1850, and did not yield any production. *Certainly not one-half of the land capable of supporting a population was occupied in 1850 within the 28 miles of the road, and in less than five years from the completion of the road, we can safely rely on a population of not less than 350,000, and double our present wealth.* Wheat is grown very successfully over a large extent of this country—corn, sweet potatoes and fruits are found in the greatest abundance—Carroll and Holmes counties will yield immense quantities of lumber. The country is most admirably adapted to the raising of sheep; their flesh is very fine and their wool of good quality. Yet for want of market facilities the citizens sell nothing but cotton, and are compelled to invest all their labor in its production. We have no factories, no mills, no foundries, nothing in a word but negroes and cotton.

Commencing at Canton, the line of the road runs

directly north for 35 miles, whilst the New Orleans and Nashville road from the same point, runs for many miles but little north of east. There is consequently no competition between these roads.—East of our road throughout the whole extent of the State, there is not even the semblance of a navigable stream, between the road and the Mobile and Ohio railroad, which latter road runs parallel to ours, at an average distance of about 70 miles.—Such is the competition on the east. On the west at an average distance of about 75 miles is the Mississippi river. Between this river and the road, at an average parallel distance of about 25 miles runs the Yazoo river. This river affords a constant but expensive navigation to Yazoo city, from which a line drawn due east would strike the road about 10 miles above Canton. This stream is navigable for some 5 months in the year to Greenwood, in Carroll county, about 22 miles west of the road, and some 60 miles north of Canton. A short distance above Greenwood is the confluence of the Yallabusha and Tallahatchie rivers, where the Yazoo first takes its name. Flat boats can descend the Yallabusha for a short time in the year, but steamboats find an exceedingly uncertain navigation, seldom running the stream and never I believe above Grenada, where the road will cross it. The Tallahatchie runs north at an average distance of 25 miles from the road, until it makes a sudden easting in Panola county, and continues that direction to the point where it is crossed by the road in Lafayette county, above which point, boats never pass. From obstructions at the mouth of the Yazoo, from the exceedingly winding course of these rivers, from high freights, and still higher insurance, it may be safely estimated that all the country for a distance of 25 miles west of the road will be tributary to it.

The road will have a still greater scope of country in the east to support it. It will have an extent, on the whole, of at least 56 miles of the most populous, wealthy, and productive portion of Mississippi, dependent on it.

A word as to the topography of the bed of the road.—From Canton for a distance of 50 miles, the country is almost a level, and when we speak of "a level" in this country we mean a level. The next 35 miles is undulating, but would in the south or east be regarded as a beautiful country for a road. The whole of the balance of the distance to the Tennessee line is level, with the exception of about ten miles, which is slightly broken. Two companies are now surveying the route, and have this week completed their first survey and are now reviewing their work. It is estimated that the whole grading can be effected at a cost of about \$3,000 per mile on an average. The right of way is almost universally given to the company. Timber is most abundant and will cost but little. No rock is encountered. It is supposed that the road can be constructed and equipped for at most \$12,500 per mile even at the present high price of iron. Four streams only are to be crossed. The Big Black, not navigable, 10 miles from Canton; the Yallabusha, 90 miles from Canton, at the head of navigation; the Yockanapatopy, 120 miles from Canton, not navigable, and the Tallahatchie, 150 miles from Canton, at the head of navigation. None of these streams are fifty yards wide, no drains will be required, and each of them can be bridged for \$10,000. No tunnel is required. It is proposed to place a portion of the road under contract in March or April next.

One million and a half have already been sub-

scribed in this state toward the capital stock. If I am not much mistaken, I believe you will agree with me that the local trade and travel alone will make this a good paying project.

As to the 50 miles in Tennessee, I can only say, that it passes through a country very nearly resembling that described in Mississippi. The company have obtained an unrestricted charter through the whole of the state of Tennessee. It is proposed to construct a road from Louisville to Memphis, and if ever this should be done, we will extend our road beyond Jackson some thirty miles, intersect it at that point, and thus with it, make the most direct line from New Orleans to Louisville, while by the Mobile and Ohio road, she reaches in an almost direct line, the mouth of the Ohio river. This road will cross the Memphis and Charleston railroad, either at Holly Springs, or about the State line of Tennessee.

The annexed tabular view of the population and production of the counties dependent on the road, will, it is believed, be found valuable for future reference; the reflections and conclusions to be drawn from them, show irresistibly the necessity of this work in the development of a region so rich, so extensive, and so easily adapted to its construction. The success of the road as a commercial enterprise is just as certain. In other sections, involving heavier expenditures of capital, the ultimate profits of such undertakings may be problematical, here, they are demonstrated. Very respectfully,

H. W. WALTER

	Co's through which road will run.	Assessed value of taxable lands— 1850.	Government lands, acres.	White popu- lation.	Slaves.	Bales of cot- ton.	Corn—bush- els.	Value of per- sonal prop- erty.	Sales of mer- chandise— amount.	State tax.
Grand total for road..	17,401,970	727,665	196,304	82,621	92,773	156,490	6,845,860	47,108,439	2,352,762	58,573
Ad 2-5 of 9 counties one Co's..	5,156,193	411,221	66,598	25,756	19,004	38,434	1,720,690	9,996,092	378,370	13,958
Marshall..	2,558,090	None.	6,025	14,972	15,417	32,766	1,228,250	\$8,335,023	\$34,175	\$9,389
Yallabush..	1,148,152	480	13,900	8,353	5,719	10,288	561,575	3,241,436	125,183	3,790
Carroll...	1,447,462	111,788	18,869	8,671	8,601	14,489	637,540	4,772,916	355,391	5,091
Yazoo....	1,665,994	32,873	65,980	8,680	9,812	18,063	727,345	5,294,935	341,203	5,945
Holmes...	1,440,227	112,135	13,389	5,556	8,337	12,582	\$500,000	4,146,911	183,383	5,023
Madison...	2,016,594	47,687	4,440	*7,000	*12,000	*15,000	*500,000	*6,000,000	418,645	7,457
Yazoo....	2,267,243	11,448	17,103	4,333	13,843	14,562	791,460	5,331,216	206,412	8,220
Ad 2-5 of 9 counties one Co's..	12,244,762	316,441	129,706	56,865	73,769	118,056	5,026,170	37,112,437	1,974,392	44,915

To the above seven counties, through which the road will run, I have added two-fifths of the wealth, population and products of the nine counties below, which adjoin the above seven counties. On a

careful estimate I have found that a line drawn 28 miles from the road and parallel with it, will embrace said two-fifths. This two-fifths will be dependent on the road.

* Estimated—no census returns having been made as to this county.

	Co's through which road will run.	Assessed value of taxable property.	Government lands, acres.	State lands— acres.	White popu- lation.	Slaves.	Bales of cot- ton.	Corn—bush- els.	Value of per- sonal prop- erty.	Sales of mer- chandise— amount.	State tax.
Tippah....	\$1,341,479	19,000	23,187	15,814	4,924	12,032	818,390	\$2,275,594	\$153,164	\$4,104	
Pontiac....	1,518,261	.....	8,024	12,144	4,966	9,091	657,362	3,530,874	205,025	3,143
Chickasaw..	1,588,846	32,673	13,380	9,884	6,481	8,368	598,942	3,713,625	70,590	6,054	
Choctaw....	645,801	196,946	9,360	8,424	2,978	4,665	401,108	1,446,082	70,590	2,310	
De Soto....	2,654,476	*40,000	8,056	9,499	9,593	20,125	753,741	4,020,000	100,530	7,113	
Panola....	1,598,608	38,144	21,986	5,624	7,321	8,910	426,647	3,940,300	115,479	4,809	
Tallahatchie	376,616	272,815	47,233	2,098	2,547	4,977	174,730	2,000,000	30,188	1,407	
Sundowner..	480,659	250,000	16,113	348	754	1,964	36,000	400,000	50,000	864	
Washington	2,755,750	194,000	19,157	533	7,945	26,218	427,300	3,545,230	44,544	6,094	
Ad 2-5 of 9 counties one Co's..	12,800,496	1,043,059	166,496	64,389	47,509	96,074	4,324,920	24,572,005	945,926	34,898	

Railway Improvements.—Railway Com- forts.

A short time since, an article appeared in the N. Y. Tribune, alluding to the improvements in railways, and calling for more comforts.

Rapid as has been the improvements in railways, no one can safely say that the standard of perfection has already been attained. Indeed, the way-faring thousands who daily throng our numerous railways, loudly call, if not for greater speed, at least for greater comfort. Heretofore, the friends of our rapid growing railway system have been greatly engrossed in providing improvements in speed, capacity, etc. The passenger comforts have hardly obtained equal attention. In this day of luxury, however, when our railways are fast becoming the great carriers, and competition between lines will increase, the comfort of passengers will become matter of more attention.

The Tribune has suggested an excellent improvement in the way of sleeping in cars. The plan proposed, however, is a mere initiative. Experience will dictate and demand, and competition will require, something better and more luxurious than a shelf in a railway car, to lay our bodies on for sleep. To what extravagance railway companies will yet go in the way of elegant beds, we will not now venture a prophesy. In our free land, such things will well regulate themselves.

But our improvements in railway comforts must not stop with beds and ventilators. Not a traveller who has been compelled to swallow even a "hasty

plate of soup," at the risk of being left by the train, but has longed for a good meal at his leisure. Eating stations must be dispensed with, and kitchens and dining rooms become locomotive. Passenger trains must be provided with a restaurant car, in which all the passengers can at any time eat what they like at their leisure. Gentlemen will fully appreciate an *attache* of this kind, while to ladies, especially when travelling with children, it is almost indispensable.

By the use of such conveniences, not only will the comfort of passengers on railways be greatly increased, but a saving also of time and money will accrue to both the traveller and railroad company.

The foregoing suggestions are offered for the consideration of practical railway men, that they may improve and use them for the greater convenience and comfort of the travelling world.

A. L. F.

Extension of the Orange and Alexandria Road to Lynchburg.

A bill which has passed the house of delegates for this object is made the order of the day in the Senate Wednesday next. We have ever sought to advocate in this journal every improvement which we deemed essential to the prosperity of Virginia, and it is with reluctance that we oppose any scheme which is deemed important to its interests by any section of the commonwealth. We cannot however suppress the expression of our regret that the extension of the Orange and Alexandria railroad to Lynchburg should be urged at this time. It is not a road of general state interest, and cannot even by its warmest advocates be classed with those leading lines upon the completion of which the friends of internal improvements have agreed as essential to the prosperity of the commonwealth, and to its relief from the burthen of taxation under which it labors. It will in fact tap at a vital point some of the most important of those works, in which the state has already an immense interest. The trade of the James River canal, the South Side and Danville railroads, cannot but be injuriously affected by the extension of the Orange and Alexandria railroad to Lynchburg. The state has an interest in the South Side railroad of \$803,500 and in the Danville railroad, of \$1,300,000. Richmond has subscribed \$250,000 to the latter road. Is it not a most suicidal policy to establish a road which may render valueless all the interests which the state and citizens have embarked in these roads and convey to Baltimore and northern cities, the enormous trade which the people of Virginia have been heavily taxed to obtain for their own benefit?

If the success of this scheme does not produce this result, it will be because of another disaster which we fear will follow, and that is, such irreconcilable division and discord among the friends of internal improvements, that all the great leading lines of improvements will be defeated this winter, and their farther prosecution deferred for an indefinite period. It cannot be expected that those who honestly believe that farther appropriations to the leading lines are to enure to the benefit of Baltimore and other northern cities, will agree to make such appropriations. It is asking a little too much of Virginia, in the present state of her finances to tax still more heavily, an already heavily taxed people for the benefit of other states. And why press a measure which is to produce such results? Is there any such urgent sectional necessity, is there any overruling state necessity for the extension of the Orange and Alexandria railroad to Lynchburg, which should place it in the forefront of all the great leading lines of the state, at the imminent risk, if not the certainty, of stopping them all in mid progress, and leaving the state half a century behind the age in her public works? We earnestly hope that the region of country which urges the extension of the Orange and Alexandria railroad, and which is now in the neighborhood of several important improvements, will at least defer to a more appropriate season pressing a project which while it may increase the avenues of a small sec

tion to market, will have the effect of depriving the largest portion of the state for years to come of all facilities for travel and trade.

It is a poor way to remedy a mistake by persisting in it. A system that needs legislative interposition to give it business, had better be abandoned. As such support is sure to be withdrawn, the longer it is extended, and the greater the amount invested, the more disastrous will be the consequences. If the Richmond and Danville and the South Side roads, require support, let this be directly given, instead of by the more indirect and oppressive way of taxing commerce.

But no such disastrous consequences as are anticipated by the Republican would result from the construction of the above road. It might take some travel that otherwise would pass over to them, but it would tend to develop other kinds of business, that would more than compensate for the loss. It is often a great mistake to suppose that because a new project may divide with an older one a part of the business of the latter, that the influence of the former is injurious. The direct reverse may be the fact. Every new road adds so much to the aggregate business of a community, that the traffic of all increases with the number built. Such we are confident would be the result of the construction of the above project, even so far as the Danville and South Side roads are concerned.

Railroads will be built upon the routes indicated by the wants of commerce and travel, and any attempts to thwart or defeat such projects must not only in the end be useless, but while persisted in can only result in harm.

So long as a state, or community, is employed in attempting to defeat works supposed to be prejudicial to its interests, it will make no forward move. The defeat of a road is taken for success. So long as such attempts are persisted in no progress will be made. The Pennsylvanians might have built the Sunbury and Erie road, while they have been attempting to prevent New York from running her lines through their state. The result is that the latter have built their roads by a sort of *hocus pocus* charter, which has more equitable than legal strength. The time spent in attempting to defeat this work is so much lost in the race. Before the Sunbury and Erie road shall be completed, commerce will have become accustomed to other channels, from which it will be hard to divert it.

Canal from Wilmington to the Chesapeake Bay.

It is stated that application will be made to the next legislature of Delaware for the charter of a company to construct a canal uniting Wilmington with the Chesapeake Bay. The canal will commence at some point on the Christiana, between Wilmington and Newport, and extend to some point on the Chesapeake or its branches, possibly Elk river. It is intended to be deep and broad enough to accommodate a large class of sailing vessels. The stock, it is stated, has been already subscribed by capitalists of Baltimore, New York and Philadelphia.

New York.

Attica and Olean Railroad.—The Wyoming Co. Mirror states that the railroad from the village of Attica to Olean is to be constructed immediately, under the direction of a company of Boston capitalists, who have taken the whole work at one million and a half, buying \$800,000 of the stock, and requiring only \$100,000 to be subscribed on the line of the road, issuing the bonds of the company for \$500,000.

Bellefontaine and Indiana Railroad.

H. V. Poor, Esq.,

Dear Sir: I have the pleasure to inform you that another link in the Bellefontaine and Indiana railroad was closed to-day; being that portion of the line between Sidney and Bellefontaine, a distance of 22½ miles. The locomotive Ohio, manufactured at the Taunton works—by the way, one of the most perfect machines I have ever examined, paid a visit to Sidney, and returned here this evening.

In a few days, the track-layers will commence laying track eastward from Bellefontaine, and another party will commence laying eastward from Marion.

Our company, like many others in the west, have been retarded in their operations by delay in the arrival of iron from Europe, and we cannot open the entire line quite as soon as we anticipated a year ago, but we hope to present a continuous line sometime this winter.

Our Indiana friends must earn *that dinner*, as they will undoubtedly finish to our State line, this month. Well, we must submit gracefully, and comfort ourselves with the reflection, that they began their work a year before us, and had only 83, instead of 118 miles to construct.

I understand that in a few weeks another portion of the Dayton and Michigan road, from Troy to Sidney, is to be put under contract, and pushed forward with the utmost vigor. In the meanwhile, until its completion, the trade of the upper part of the Miami Valley, will find its most convenient outlet eastward over the Bellefontaine and Indiana road. When the Dayton and Michigan road is finished to Sidney, a still larger business will seek the same route. There is a single mill, between this place and Sidney, now prepared to ship 100 barrels of flour per day over this road. But when the grand junction shall be effected at the State line, and this direct route opened with a continuous railroad from Terre Haute to New York, Boston, Philadelphia and Baltimore, you will hear of some business on a western railroad; and see some of it too. In 1854, we shall have the chain finished to St. Louis, by the completion of the line across Illinois. Legislative difficulties have delayed that portion of the great chain, but I think that nothing can now occur to prevent its steady and rapid prosecution. Yours, respectfully,

Marion, Dec. 15, 1852.

R.

Illinois.

The Kane Co. Democrat says that ten miles of the Chicago and Aurora railroad between Aurora and Big Rock, is graded and now ready for the ties; and what is highly commendable in the company, they fence the road as fast as they build it. They now have about three hundred men at work, and the materials for the bridge across Fox river are all out and ready to be put together.

Steubenville and Indiana Railroad.

The laying of iron on this important link of Central line of railway has already commenced near Steubenville. It is scarce a year since the first pick was struck on this line. The fact that the laying of iron has already commenced, and that all of the heavy work is in an advanced state of progress, show that the energetic management of the company is equal to the great importance of this line of railroad. The day is not far distant when a continuous line of iron rails will pass through the central portion of Pennsylvania, Ohio, Indiana, Illinois, and Missouri. The Steubenville and Indiana railroad is an important link of this great chain.

New York.

Lake Ontario, Auburn and New York Railroad.

—The line of this road extends from Little Sodus Bay on Lake Ontario, by way of Auburn, to the Cayuga and Susquehanna road, at a point about 6 miles south of Ithaca. Its whole length is about 73 miles, and its cost will be \$1,200,000. The whole line is under contract and the work of construction is being rapidly urged forward. The iron for the road is to be manufactured by Scranton & Platt, at their extensive works in the Lackawanna valley.

The objects proposed to be effected by the construction of the above road, are; the accommodation of the local traffic of a rich and fertile portion of Central New York, the opening of an outlet, northwardly, for the Lackawanna coal fields, and to constitute a part of a new line of road from Lake Ontario to New York, by way of Auburn, Oswego, Scranton and the Delaware Water Gap.

The construction of the proposed road from Scranton to the Water Gap, is regarded as of great importance by the roads in Western New York, running from north to south. As all these expect to engage in a large coal traffic, a road from the coal fields to New York would, it is believed, secure to them a large amount of return freight for their coal trains. We understand that measures are in progress for the immediate commencement of this last named project.

Heavy Forgings.

THE undersigned are now prepared to manufacture all kinds of Heavy Forgings, such as, STEAMBOAT & SUGAR-MILL STRAPS, BEAM STRAPS, CRANK & CAR AXLES, LOCOMOTIVE FRAMES, WROUGHT IRON DRIVING WHEELS, &c., &c., at the lowest market prices. READING STEAM FORGE CO., N. & A. MIDDLETON, Sole Agents, Ridge Road & Callowhill-sts., Philadelphia.

N. B. Particular attention paid to the Manufacture of LOCOMOTIVE TIRE, which is warranted equal to any manufactured in the country.

Edge Tools.

THE Underhill Edge Tool Company manufacture from the best of Steel, and Warrant every variety of Edge Tools for the New England, Southern and Western trade, including Axes, Adzes, Picks and Chisels; all of which are constantly kept on hand at their Warehouse, 53 Kilby street, Boston. WM. S. SAMPSON, Agent.

December 18, 1852.

I. Dennis, Jr.,

WASHINGTON, D. C.,

ATTORNEY for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp. 31tf

Huger, T. P.,

Northern Railroad, Charleston, S. C.

Mills, John B., Civil Engineer, Address to care of Wm. Churchill, Jr., New York.

Railroad Iron.

5000 TONS, weighing about 55 lbs. per yard, now on the way from Great Britain to New Orleans, for sale by

P. CHOUTEAU, Jr., SANFORD & CO., No. 51 New street.

December 4, 1852.

4t

Railroad Iron.

5000 TONS Railroad Iron, weighing about 59 lbs. per yard, "Erie" pattern of G. L. and "Crawshaw" manufacture, now on the way from the shipping ports in Great Britain to this port, for sale by

P. CHOUTEAU, Jr., SANFORD & CO., No. 51 New street.

December 4, 1852.

4t

Change of Hours.

MONTREAL & NEW YORK
AND
Plattsburgh and Montreal
RAILROADS.

Open through from Plattsburgh to Montreal.
FALL AND WINTER
ARRANGEMENT.

On and after Monday, November 1st, 1852, and until further notice, Passenger Trains

LEAVE MONTREAL FOR PLATTSBURGH at 11:45 A. M. and 4:15 P. M.
Arrive at 3:46 and 7:37 P. M.
FOR OGDENSBURGH at 11:45 A. M.
Arrive 7 15 P. M.
PLATTSBURGH FOR MONTREAL at 12:45 and 7:15 P. M.
Arrive at 3:50 and 9:57 P. M.
FOR OGDENSBURGH at 7:30 A. M. and 12:45 P. M.
Arrive at 1:15 and 7:15 P. M.

Trains connect at Montreal with Steamers for Quebec, and the St. Lawrence and Atlantic Railroad for Sherbrooke and intermediate stations.

Trains connect at Moores Junction with Northern (Ogdensburg) Railroad for Ogdensburg and Lake Ontario Steamers for Lewiston, Niagara Falls and Upper Canada, and all ports on the Western Lakes.

Trains connect at Plattsburgh by Steamer to Burlington with Rutland and Burlington Railroad and connecting lines for Troy, Albany, New York and Boston, and all intermediate stations. Also with steamers for Whitehall to the Saratoga and Washington Railroad, and connecting lines of road to Troy, Albany and New York.

Passengers will find this route unequalled for comfort and dispatch, and attended with less fatigue and delay than any other. It possesses moreover the advantage of a short Ferriage of only fifteen minutes across the River St. Lawrence at Caughnawaga, which has never been known to freeze, and can be confidently relied upon at all seasons of the year.

Freight Trains run daily each way.

For particulars see Freight and Passenger Tariff. BAGGAGE checked through.

ISAAC B. CULVER, Superintendent.

Notice to Contractors.



OHIO AND MISSISSIPPI RAILROAD,
FROM CINCINNATI TO ST. LOUIS.

SEALED PROPOSALS will be received at the Office of the Company, in the City of Cincinnati, until Thursday, the Sixth day of January next, for the Grading, Masonry and Bridging of 115 miles of the OHIO AND MISSISSIPPI RAILROAD, extending from the intersection with the Jeffersonville and Columbus Railroad, in Jackson county, to Vincennes, in Knox Co., Indiana, comprising all the work on the Road not at present under Contract.

The above contains a large amount of heavy work, including two Tunnels and five large Bridges.

Profiles, Plans and Specifications will be exhibited on and after the 20th inst., at the office in Cincinnati, for the entire line, and in Vernon and Vincennes for the respective divisions, and all necessary information will be given by Mr. D. Hardenbergh and Mr. N. A. Gurney, Division Engineers on the line.

The right is reserved of accepting such proposals as shall be deemed best calculated to secure the prompt and faithful execution of the work. Contractors will be required to commence work immediately.

Proposals will also be received at the same time and place, for the furnishing and delivery of the Cross Ties required between Aurora and Vincennes, and laying Track from Cincinnati to Vincennes.

O. M. MITCHEL, Consulting Eng. & Com'r.
DANIEL MORTON, Chief Engineer.

H. C. SEYMOUR & COMPANY.
Cincinnati, Dec. 10th, 1852.

To Railroad Contractors.



SEALED PROPOSALS, addressed to either of the undersigned, will be received at Hillsborough, Highland county, Ohio, until the 1st day of February next, at noon.

For the Graduation and Masonry of the Middle Division of the Cincinnati, Hillsborough and Parkersburg Railway, extending from Hillsborough, Highland county, to a point near Jackson, Jackson county, Ohio, about 56 miles.

The line will be ready for examination early in January, and Profiles and Specifications of the work will be exhibited at the Engineer's office, in Hillsborough, for one week prior to the 1st day of February.

This Railway forms the recognized continuation across Ohio, of the Baltimore and Ohio, and North Western Virginia Railways, and being located as a link, in the great through line between Baltimore and St. Louis, will be found in every way worthy of the attention of able and enterprising contractors.

The remainder of the line to the Ohio river will be ready for contract about the 1st day of May next.

JAMES M. TRIMBLE, President.
ELWOOD MORRIS, Chief Engineer.

RAILROAD CAR
AND COACH TRIMMINGS.

Doremus & Nixon,
No. 21 PARK PLACE,

AND

13 MURRAY STREET.
IMPORTERS

OF PLAIN AND FIGURED MOHAIR PLUSH;

Printed and Unrent do. do. entirely new designs;

ALSO GERMAN OIL CLOTHS FOR HEAD LININGS,

Enameled with Gold and Silver and Velvet Printed.

These Headings are the most beautiful ever shown, having been made expressly for American Cars. D. & N. are sole Agents.

ALSO, PATENT PARIS COTTON FELT.

This is a patented article, makes a better and more desirable cushion than hair; retains its elasticity longer, and is free from vermin.

It is being extensively used by Car and Omnibus builders, and is sold at about half the price of curled hair.

ALSO, BROCATELLES and MOQUETTES.

ALSO, CURLED HAIR.

N. B.—We have the Plush and Linings in bond for exportation.

DOREMUS & NIXON.

November, 1852.

Superior Cast Iron Gas and
Water Pipes.

THE Subscriber is prepared to contract for the supply of CAST IRON PIPES required by Gas or Water Companies, Corporations, etc., delivered in any Seaport in the Union, on reasonable terms. These Pipes are cast on the most improved principle by the best Founders in Scotland, from a superior quality of Pig Iron remelted, are guaranteed to resist a pressure of 300 lbs. to the square inch, or greater if necessary, and to be soft enough to drill easily and freely. Full information regarding price, and references to parties in the United States now using the Pipes, can be obtained on application to the Agent in New York.

WILLIAM ROY, Junr.,
21 Renfield st., Glasgow,
Scotland.

J. M. EADIE, Agent,
26 Front st., New York. 1y50

Locomotive Engines.

DANFORTH, COOK & CO., Patterson, N. J., having erected an extensive shop, with the most approved machinery and tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various tools suitable for furnishing repair shops.

The business of machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

1y49

Volcano Quartz Mining Co.

VOLCANOVILLE, EL DORADO COUNTY,
CALIFORNIA.

BOOKS for subscription to \$75,000 of the stock of this company are now open at the office of the company, 78 BROADWAY, New York.

The uncommonly rich claims of this company hold out inducements, to those who are disposed to invest capital in quartz mining in California, not surpassed, if, indeed, equaled, by those of any other company in that state.

The extraordinary richness of our quartz, as was witnessed by thousands at the late Fair of the American Institute, and the extent of our claims, together with the peculiarly favorable location for economical working upon a large scale, will ensure the most ample and satisfactory returns upon the investment.

It is well understood by practical men that, with machinery working twenty tons of quartz, paying two cents per lb., large profits will be realized upon each day's work. It is the intention of the company to obtain machinery sufficient to work fifty tons per day, and to work it in the most economical manner, by which they feel confident of being able, from their stock which will yield from two cents to twenty dollars to the lb., to make returns to their shareholders which will not only satisfy, but surprise them.

It will be seen, by reading the pamphlet, containing the charter, the laws of California, and the details of our plans of operation, that our estimates are based upon two cents per lb., and the expenses of working the mill are but, at present high prices for labor, while it is well known to all who reflect upon the matter that, as the cost of labor shall be reduced, the income will be materially enhanced.

If we work 40 tons per day, and yet two cents per lb., it will yield \$16, while three, four, or five cents per lb., would give a proportionate increase of receipts, the expenses of working the mill would not be increased a dollar, and will be less than \$470 a day.

Subscriptions can be made by mail, enclosing, ten per cent on the amount, of the balance, twenty per cent to be paid on the 29th of Nov. inst., and seventy per cent on the 29th day of December next, when certificates of stock will be issued.

Pamphlets, containing the statute of California in relation to corporations, the rules and regulations of our locality, the charter and by-laws of the Co., together with much other interesting and useful matter, including a map of a portion of the northern mining regions may be had gratis at the office of the company, No. 78 Broadway, or by mail on application, (postage paid.)

TRUSTEES OR DIRECTORS.

NICHOLAS DEAN,
ROBERT M. STRATTON,
NATHANIEL CONKLING,
D. K. MINOR,
JOB S. HEARN,
SUMNER WHITNEY,
BENJAMIN C. DONNELLAN,
JAMES CLOUDSLEY
JAMES ALLEN,

of New York.

of California.

D. K. MINOR, President,

JAMES CLOUDSLEY, Vice President.

NICHOLAS DEAN, Treasurer.

NATHANIEL CONKLING, Secretary.

New York, Oct. 25, 1852.

To Railroad Co's, Locomotive
Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,
Consulting Engineer, 64 Broadway.
Aug. 28, 1852. 5m

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK,

LOW MOOR AXLES,

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent—WM. BAILEY LANG, 9 Liberty Square, Boston.

To the Owners of Furnaces, Forges and Rolling Mills,
ENGAGED IN THE MANUFACTURE OF IRON IN NEW JERSEY AND ADJOINING STATES.

THE Subscriber proposes to sell, or lease for a term of years, his well known Iron Mine, at Suckasunny, in Morris County, State of New Jersey, situated nine miles from Morristown, and three from Dover.

Offers to purchase or lease the same will be thankfully received at the mine, till the first day of December next, by the subscriber.

MAHLON DICKERSON,
Suckasunny, N. J.

September 9, 1852.

2m

LOW MOOR IRON.

WM. BAILEY LANG, 9 Liberty Square, Boston, Sole Agent in the United States and Canada for the Low Moor Iron Co., is prepared to receive orders for this justly celebrated Iron, and offers for sale an assortment of the Round sizes which he now has in store, and which for strength, soundness and uniform quality, stands without a rival.

Griffith's Patent Double Machine for making Wrought Iron Railroad Chairs.

THE undersigned, in calling the attention of the public to the superiority of his Patented Machine for making Wrought Iron Chairs, desires to point out the following advantages which it possesses over all others:

First. It adds to the lips of the chair very considerable strength, which cannot be obtained by any other machine with the same size of plate; and it renders the chair perfect without the aid of a hammer to fit the cross tie, so that it can be firmly united with a rail of any required size now in use.

Secondly. These machines are got up cheap and strong, and are so constructed as to make two sorts or sizes of chairs at the same time, with the same amount of labor as though working a single machine; so that, double the amount of labor is obtained with the same number of hands, besides the saving of coal in the furnace. These facts demonstrate the great advantage and superiority of my Patent Double Machine over all others yet introduced.

All letters, and orders for machines, patent rights, etc., will meet with immediate attention.

Please address ROBERT GRIFFITH,
1m39 Newport, Kentucky.

Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE

**PURCHASE AND SALE OF
AMERICAN SECURITIES,
COLLECTION OF DIVIDENDS,
DEBTS, LEGACIES, ETC.,**
And for the Purchase and Inspection of
**Railroad Iron, Chairs, or
any kind of Machinery.**

REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.
" George Peabody & Co. London.
" Curtis, Bouve & Co. Boston.
Richard Irvin, Esq., New York.
Robert Ralston, Esq., Philadelphia.
C. C. Jamieson, Esq., Baltimore. 38

Smith & Tyson,,

IRON COMMISSION MERCHANTS,
BALTIMORE.

REFINED Juniata Charcoal Billet Iron for Wire.
Do. for Bridging, of great strength.
Flat Rock, Boiler and Flue Iron, rolled to pattern.
Elba, Wheel Iron of great strength and superior chilling properties. Elba Forge Iron, American Shoe Iron, Cut Nails, Spikes and Brads, Nail and Spike eds, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

Length of span, anything short of 1,500 feet with perfect safety for every kind of travel. The above cut represents a Wooden Bridge with a roof. The arrangement for the Iron Bridge is such as to avoid all the bad effects of changes of Temperature. For a full description, see pamphlets; for further information, respecting models, rights, &c., apply, by letter or otherwise, to AMMI WHITE, or JOSHUA P. THAYER, Proprietors,
Cambridgeport, Mass.
Office next door to the Athenaeum.



WHITE'S SUSPENSION BRIDGE, OF
WOOD OR IRON.

A Model may be seen at the office of CHARLES T. GILBERT, 80 Broad St. N. Y.

The Cambria Iron Company,

ORGANIZED under the laws of Pennsylvania, with a capital of \$1,000,000, propose embarking in the manufacture of Railroad Iron, at Johnstown, Pennsylvania. The location they have secured offers advantages superior, it is confidently believed, to any other in this country. Iron Ores, semi-bituminous Coal, Limestone, and nearly every article required for the manufacture of Iron, exist, in inexhaustible quantities, on the spot; and these deposits are now worked, and the minerals delivered, cheaper than at any other known point now occupied for the manufacture of Iron. The Pennsylvania Canal and Central Railroad pass through the property, and cross each other at the spot where the mineral veins are most thoroughly opened out; and which location, for its other advantages for facility of manufacturing, and vicinity to a populous borough, has been selected for the establishment of Railroad Iron Works, and for the erection of other Blast Furnaces, in addition to those now in operation.

The attention of capitalists disposed to embark in an enterprise which offers a remunerating profit, even on the low prices of iron current before the rise of the last six months, and which promises to be very lucrative while anything like present rates prevail, and also of Railroad Companies desirous of making arrangements for Iron Rails to be delivered in 1853, is called to this enterprise.

Out of the capital named above, the sum of \$360,000 has been devoted to the purchase of about 30,000 acres of land, upon which there are six blast furnaces, which cost, including the personal property accompany them, \$350,000. Three of these furnaces are now in successful operation, and by next spring, with an outlay of about \$6,000, the other three can go into blast; and at the present price of pig iron, these six charcoal furnaces would realise a net profit of six per cent on \$1,000,000 capital.

The company contemplate erecting four more blast furnaces, for smelting with coke the iron ores at Johnstown, and also works for manufacturing railroad iron. To do this, they will require subscriptions in all to the amount of \$600,000, and to carry on most profitably the manufacture and disposal of rails, the whole chartered capital should be raised. Subscription lists, providing that no subscription shall be binding unless bona fide subscribers for the amount of \$600,000 are obtained by the 1st January next, and pamphlets descriptive of the advantages of the locality and estimates of costs, can be had of the undersigned.

D. M. WILSON, Newark,
EDWARD F. GRANT, New York,
SAMUEL H. JONES, Philadelphia,
JOHN HARTSHORN, Boston,
T. F. SECOR, New York,
G. S. KING, Johnstown,
P. SHOENBUERGER, Pittsburg,
RHEY, MATHEWS & CO., Pittsburg,
or at the office of the Provisional Committee, at
SIMEON DRAPER'S, 46 Pine st.

The subscriber is prepared to enter into contracts to deliver RAILROAD IRON to Companies requiring it in 1853. SIMEON DRAPER.

Iron.

200 Tons Fishkill Charcoal Iron for sale on reasonable terms, also from 1000 to 5000 tons Fishkill Hematite Ore—delivered at Poughkeepsie or New York. Samples of the ore may be seen at the store of Messrs. Hoffman, Bailey & Co., No. 62 Water st., New York. Enquire by letter to
NORMAN M. FINLAY,

Poughkeepsie, Dutchess county, N. Y.
July 10, 1851.

**A. Whitney & Son,
PHILADELPHIA, PA.,**

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31st

Fire Bricks.

SCOTCH Patent—for sale in lots to suit purchasers, by
G. O. ROBERTSON,
135 Water street, corner of Pine,
November 19, 1852. New York.

SIMEON DRAPER, No. 46 Pine-st., offers for sale, a variety of RAILROAD BONDS and STOCKS; also CITY, TOWN and COUNTY BONDS, among which are—

1st Mortgage Convertible—
7 per ct. bonds of Canandaigua and Corning R.R., payable in.....New York, 1860
Do. Cleveland, Columbus and Cin. do....1859
Do. Buffalo, Corning and New York do....1867
Do. Western Vermont Railroad.....do. 1861-71
8 do. Michigan Central.....Boston, 1860
Do. Peoria and Oquawka.....New York, 1862
1st Mortgage—
7 per ct. bonds, Corning & Blossburg do....1871
Do. Mansfield and Sandusky.....do....1860
10 per ct. bonds do.....do....1855-7
Do. New Albany and Salem.....do....1858-62
7 per ct. Vermont Valley.....do....1860
6 do. East Tennessee and Georgia.....do....1880
7 do. Seaboard and Roanoke.....do....1860
Do. Troy and Bennington.....Troy, N. Y. 1861
Do. New Jersey Central.....New York, 1860-70
Do. Dauphin and Susq. Coal Co. do.....1871
Do. Brunswick Canal Co.....do....1857

Also, second mortgage bonds of many of the above companies, and—

7 per ct. bonds Saratoga and Wash. N. York, 1862
Do. Mad River Railroad.....do....1866
Do. Troy and Boston.....do....1864
Do. Muscogee Railroad.....Savannah, 1862
Do. Huron and Oxford.....N. York, 1862
Also, Georgia 7 per ct. State stocks, interest payable semi-annually.....do....1872
City of Savannah 7 per cent. bonds, interest payable semi-annually.....do....1870-76
7 per ct. bonds of the Town of Huron, Erie county, Ohio.....do....1861
Do. Township of Waynsfield.....do....1862
10 per ct. City of Keokuk, Iowa, Keokuk, 1863
6 per cent. City of Memphis..Philadelphia, 1880
10 per cent. City of San Francisco.....do....1870
7 per cent. Atlantic Steamship Co..N. York, 1855
12 per cent. Improvement Scrip of the State of Wisconsin for improvement of Fox River.....do....1862
6 per cent. State of Illinois Liq. Bonds, issued 1849, interest paid semi-annually by J. Wardsworth.....N. Y. city, due 1865
2½ per cent. State of Indiana Bonds.....do....1866
Troy and Rutland railroad Stock, with guarantee of 4 per cent. dividend and one half surplus profits of this and Rutland and Wash. R. R.
Rutland and Whitehall Stock, with guarantee of 4 per cent. dividend by Saratoga and Washington Railroad.
Also, Stock in the Cumberland Coal and Iron Co. Stock of the Cambria Iron Company.
Stock in the Western Vermont R. R. Co.
Stock in the Junction R. R. Co. of Ohio.
Stock in the Mad River R. R. Co.
Stock in the Southern Bank of Kentucky.
Stock in the Mechanic's Bank of N. Y.
Stock in the East River Insurance Co.

The Cold Spring Iron Works, INCORPORATED IN 1848.

IN the Town of Otis, County Berkshire, Massachusetts, manufactures CAR AXLES, and all kinds of WROUGHT IRON used in the manufacture of LOCOMOTIVES and CARS; also, BAR IRON of all descriptions. Particular attention is paid to the manufacture of CAR AXLES, and the Works being situated in a region of WOOD and CHARCOAL, with which their Axles are exclusively made, the Company feel confident they can furnish an article equal, if not superior, in quality and finish to any in the market. They solicit the orders of RAILROAD CORPORATIONS and CAR BUILDERS, and promise they shall be promptly attended to: and executed on terms as advantageous as can be had elsewhere.

They refer to—
John Kinsman, Esq., Superintendent Eastern Railroad, Salem, Mass.
A. T. Peirce, Esq., Car Builder, Norwich, Conn.
E. T. Osborn, Esq., Superintendent of the Mad River and Lake Erie Railroad, Sandusky City, Ohio.
W. W. Wetherell, Car Builder,
Address HENRY MELLUS, Agent,
Boston, Mass.
or, GEO. W. PRESCOTT, Sup't.
Otis, Mass.

November, 12, 1852.

1y

Anthracite and Charcoal Pig Iron.

800 Tons No. 1 Glendon Anthracite Pig Iron.
1000 " No. 2 " " "
1000 " Forge " " "
200 " No. 1 Stockbridge Charcoal "
100 " No. 2 " " "
500 " Forge Katahdin " "

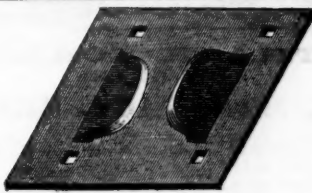
For sale by

GEORGE W. A. WILLIAMS,
5 Liberty Square, Boston.
December 11, 1852. 3m

Oxford Furnace, N. J.

ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constantly on hand for sale, every variety and size of Railroad Wheels made from the celebrated Oxford Iron. All orders addressed to CHAS. SCRANTON, Oxford Furnace P. O., will be attended to promptly.
Sept. 11, 1852. 1y*



Patent Wrought Iron Railroad Chair.

THE undersigned are now prepared to manufacture their Patent Wrought Iron Railroad Chair, at the rate of fifteen tons per day. They are made exclusively from best Trenton Iron, which received the prize medal for strength at the World's Fair at London.

The patent is for the CHAIR itself—which is formed by raising the lip out of the plate sufficiently high to receive the rail. It is obvious that while the strain upon the lip is so slight as to remove all danger of its breaking, it becomes less the more tightly the lip is made to clasp the rail. The cheapness and durability of the chairs, and the facility with which the track can be adjusted, commend them to public favor.

SIZES AND PRICES.

A Chair 8 by 7½ inches 3-8 inch thick, costs 25 cents.
" " " 7-16 " " " 27 "
" " " 1-2 " " " 29 "
" " " 5-8 " " " 33 "

Other sizes are made to order at equivalent rates. Sample Chairs will be forwarded, free of charge, on application to
COOPER & HEWITT,
17 Burling Slip, New York.

December 1, 1852.

LOCOMOTIVE, TENDER, & RAILROAD CAR SPRING Manufactory.

THE undersigned, manufacturers of Locomotive, Tender and Railroad Car Springs, beg leave to inform Railroad Companies, Locomotive and Car Builders, that we have enlarged our Works, and are prepared to execute,

ON THE MOST REASONABLE TERMS, any orders for LOCOMOTIVE, TENDER AND CAR SPRINGS, they may favor us with, OF THE BEST OF STEEL, all of which we have manufactured to order from SWEDE STEEL IRON.
McDANIEL & HORNER,
Wilmington, Delaware.

December 1, 1852.

We respectfully call attention to testimonials in favor of our Springs from the following well-known gentlemen connected with Railroads:

Locomotive Works, Philadelphia, }
1st Sept., 1852. }

Messrs. McDanel & Horner,
Wilmington, Del.

Gentlemen: In reply to your letter of yesterday, with regard to the character of the springs which you have made for the locomotives and tenders constructed by us, we have much pleasure in stating that they have given entire satisfaction, and we have found them, upon trial with those made by others, to be superior in the essential qualities of elasticity and durability, combined with lightness, the result of employing the best material only, and having it properly manufactured.

We are using them exclusively under our locomotives and tenders, and can with confidence recommend them as being superior to any we have yet met with.
Yours respectfully,
NORRIS, BROTHERS.

This is to certify that we have for a number of years been using steel springs manufactured by McDanel & Horner, under our locomotives, tenders, passenger and freight cars on the Philadelphia, Wilmington and Baltimore railroad, I take pleasure in saying that they have always given entire satisfaction. Their durability and elasticity are superior to any others that we have used, and can confidently recommend their make of springs to all railroad companies, and others who may want a good article.
I. R. TRIMBLE,
Gen'l Sup't P. W. and B. R. R.
Wilmington, Sept. 20, 1852.

Superintendent's Office Central Railroad, }
Savannah, Ga., Oct. 15, 1852. }

Messrs. McDanel & Horner,
Wilmington, Del.

I have much pleasure in certifying to the superiority of your steel springs.

This company have for upwards of two years had in constant use your locomotive, tender and railroad car springs, (the latter in large numbers), and we have found them uniformly well finished, properly tempered and durable. Our orders have always been promptly filled, and your terms have been moderate.

Very truly yours,

MACPHERSON B. MILLER,
General Superintendent.

A considerable number of engine and car springs were furnished the Philadelphia and Reading railroad several years since, by Mr. John McDanel, before the company made such articles in their own workshops.

These springs proved invariably of excellent quality, elastic and durable, and equal to the best in use during the above period.
G. A. NICOLLS,
Engineer, etc., Philad. and Reading R. R.
Reading, Pa., Sept. 9, 1852.

Macon and Western Railroad, }
Macon, Oct. 11, 1852. }

Messrs. McDanel & Horner,

Gents: This company have purchased and used car and engine springs of your manufacture. They have been tested under the same cars with springs from other approved makers, and, so far as appears to us, have proved themselves fully equal to any we have used.

Yours very respectfully,
EMERSON FOOTE, Supt.

Macon and Western Railroad,
Macon, Oct. 14, 1852.

Messrs. McDanel & Horner,

Dear Sirs: This company have used the springs made by your firm for several years under engine, baggage and freight cars, and have found them superior to any I have seen.

Yours respectfully,
THOS. DOUGHERTY,
Master Machinist M. and W. R. R.

Richmond, Va., Nov. 1, 1852.

Messrs. McDanel & Horner,

It affords me much pleasure to say, after some seven or eight years use of your steel car springs, I find them equal to any we have used, and have given entire satisfaction.

I am very respectfully yours,
THOS. SHARP,
Sup't R. F. and P. R. R.

Petersburg, Va., Sept. 18, 1852.

Messrs. McDanel & Horner,

Dear Sirs: I have been for several years past using steel springs of your manufacture under a large portion of the cars that I have built for the different railroads in this vicinity, and I consider them as good in every respect as any steel springs I have ever used.

Very respectfully yours, etc.,
URIAH WILLS,
per Jas. J. Lilla.

ROCHESTER SCALE WORKS.



DEPOT SCALE, 6 TONS,
AND FIRE KING SAFE.

TRACK SCALE,
100,000 LBS.

RAILROAD
MANIFEST PRESS. IRON SCALE,
1-2 TONS.

DURYEE & FORSYTH, MANUFACTURERS, ROCHESTER, N. Y.

THE Subscribers are prepared to furnish upon order, RAILROAD SCALES of superior quality at reduced rates; Warehouse Trucks; Manifest Presses and Books; also, COVERT'S FIRE KING SAFES.

It has been decided by Scientific Gentlemen, that our Scales are preferable to all others, from the fact of their being made stronger and more substantial, more material used in the construction of the Levers, which renders them much safer and more durable.

OUR MOTTO is, to excel in the articles we manufacture; therefore the best materials are used. The best model and plans are adopted, to make them the most desirable for the market.

All the Scales manufactured at this establishment are made under the immediate supervision of our Mr. DURYEE, who is a practical mechanic, of long experience in the manufacture of weighing machinery, and can be relied upon as being as 'Durable and Accurate' as any scales in the market; the bearing edges are made of the best Cast Steel, well tempered, and great care taken in their adjustment.

A large majority of the Track, Depot and Portable Scales in use by the New York and Erie Railroad Co. were furnished by us. Also, the Michigan Central Railroad is furnished exclusively with our Scales.

The facilities that we have for manufacturing with new and improved machinery, and the central position we occupy for shipping to the different markets, enables us to undersell other makers of similar scales from 10 to 15 per cent.

All orders will receive prompt attention.

DURYEE & FORSYTH.

GENERAL DEPOTS:

Wm. T. Pinkney, Jr., Agent, 166 Pearl st., N.Y.
Raymond, Ward & Co., " Chicago, Ill.
Mumford & Hosken, " Lafayette, Ind.
Crawford & Reynolds, " Cleveland, Ohio.
Joseph E. Elder, " St. Louis, Mo.
Byram, Millier & Shreve, " Louisville, Ky.

The following Railroads have been furnished with our Scales and Wares, exclusively or nearly so:

New York and Erie, Cleveland and Columbus,
New York and Harlem, Michigan Central,
New York and N. Haven, Mad River and Lake Erie,
Sandusky, Mansfield and Paterson and Hudson R.,
Newark, Cincinnati, Hamilton and
Indianapolis and Bellefontaine,
Syracuse and Utica, Buffalo and Rochester,
Columbus and Xenia, Rochester and Syracuse,
Lexington and Frankfort, Louisville and Frankfort,
Hillsboro' and Cincinnati, Chicago and Galena,
Greenville and Miami, Dayton and Western,
Cayuga and Susquehanna, Central Ohio,
Rome and Watertown, Chemung,
Rutland and Washington, Illinois Coal Company,
Erie and State Line, Buffalo and State Line,
Rochester, Lockport and Michigan Southern,
Niagara Falls, Cleveland and Pittsburg,
The Hon. Canal Commissioners, and Engineers of the Erie Canal Enlargement, American Express Co.,

Michigan Central R. R. Office, }
Detroit, May 10th, 1852. }

Messrs. DURYEE & FORSYTH,
Rochester, N. Y.,

Gentlemen: We have in use upon our road nearly one hundred of your Scales, comprising most of the

sizes ordinarily in use upon railroads, many of which have been in service four or five years.

They have kept in adjustment well, retain their sensitiveness, and we regard them as strong, accurate, reliable, and in every respect satisfactory.

Respectfully yours,
J. W. BROOKS, Supt.

New York and Erie Railroad, }
Supt's Department Gen'l Freight Office, }
New York, June 21st, 1852. }

To MESSRS. DURYEE & FORSYTH,
Rochester,

Gents: This company have had in use on their road for three years past about fifty of your Railroad Track, Depot and Portable Scales. It affords me much pleasure to assure you that I consider them fully equal to any scale in use on the road, in point of strength, durability, accuracy and finish.

I am very respectfully, your obt' serv't,
SAM. BROWN, Gen'l Freight Ag't.

The following Report was made by the Hon. Canal Commissioners of the Erie Canal Enlargement, to the Legislature of the State of New York, Feb. 3d, 1852.

WEIGH LOCK SCALE.

It is but justice to say that the new Weigh Lock at Rochester abundantly sustains the reputation claimed for it by its worthy and scientific builders.

Messrs. Duryee & Forsyth have constructed for this lock, scales of superior power, and may well challenge comparison with any similar work in or out of the State. The mode of adjustment is so easy and simple, that great certainty is secured in determining large or small weights.

Report on Duryee & Forsyth's Weigh Lock Scale, by the Committee of the State Agricultural Society.

The Committee appointed to examine the Weigh Lock Scale in the City of Rochester, manufactured by Messrs. DURYEE & FORSYTH, of said city, have performed the duty assigned them, and report that they regard it as an admirable piece of mechanism, which reflects great credit on the builders. Length of Scale, 80 feet; width, 20 ft.; height, 32 ft.; weight of scale, 75 tons; capacity of weighing 400 tons.

Considering the weight and strength of the materials used, the delicacy and accuracy of this apparatus for weighing loaded canal boats of the largest class, this scale excites universal admiration. One of the committee tested it when under the pressure of a weight of 219 tons 900 lbs., and it clearly indicated a small additional weight within five pounds.

Any description of this Scale would hardly be intelligible without drawings, which the committee have not at command. It has no equal known to the committee. They recommend that a GOLD MEDAL be awarded to DURYEE & FORSYTH, for the manufacture of an article so important to the protection of the revenue of the Erie canal, and to the accurate weighing of an incalculable amount of private property.

C. DEWEY,
DANIEL LEE.

Rochester Sept. 20th, 1851.

We have received the Society's FIRST PREMIUMS, DIPLOMAS AND SILVER MEDALS, annually, since 1848, for the best Scales and exhibition. We have also received the DIPLOMAS and

SILVER MEDAL of the American Institute, New York, and DIPLOMA of the Mechanics' Fair in Boston. Also, the HIGHEST PREMIUMS IN MONEY and DIPLOMAS of the Provincial Fairs, Canada, and State Fairs in Ohio and Michigan.

\$200,000 SEVEN PER CENT.
CONVERTIBLE BONDS OF
the NEW-CASTLE and RICHMOND RAILROAD.—The undersigned offer for sale TWO HUNDRED SEVEN PER CENT CONVERTIBLE BONDS for \$1,000 each, of the NEW-CASTLE and RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum of New York, Trustees of the road from Richmond in Wayne County, to New-Castle in Henry County, including the superstructure, iron rails, depots, tolls, privileges and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is \$509,400. The stock applicable to the construction of the road from Richmond to New Castle is \$250,900.

This railroad passes through the most fertile, populous and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

The local business alone would be sufficient to make the road profitable. The counties of Indiana through which it runs produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road, from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton and Richmond.

The holders of the bonds will have for their security the obligations of the company, with subscriptions of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New Castle, with the iron rails, superstructure, tolls and franchises of the company.

CARPENTER & VERMILYE, 44 Wall-st.
CAMMANN WHITEHEAD & Co. 56 Wall-st.